The Bombay Gazette.

No. 8,937.—New Series. BOMBAY :—MONDAY, OCTOBER 1, 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
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Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	2 8
Third do.	2 8
Fourth and succeeding insertions	0 2½ As.

A line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. PENANG, 699 Tons, 120 H. P., Commander W. W. Allen, on SATURDAY, the 6th October 1877, at 4 p. m., calling at Rutnagherry, Vingorla, Goa, Carwar, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Coringapatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. COCONADA, 863 Tons, 120 H.P., Commander A. Morris, on THURSDAY, the 4th October 1877, at 4 p.m., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the fair season, despatch a Steamer to Kurrachee every THURSDAY at 4 p.m., and an Extra Steamer on every TUESDAY at 10 a.m.

The S. S. VINGORLA, 577 Tons, 130 H. P., Commander A. Gray, on TUESDAY, the 2nd October 1877, at 10 a.m., calling at Verawul, Mangrole, Pore Bunder and Cutch Mandvie.

The S. S. COCONADA, 863 Tons, 120 H. P., Commander A. Morris, will be despatched on THURSDAY, the 4th Oct. 1877, at 4 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. (Including Wines)	3rd Class. (Without food.)
Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles	52	35	14-10

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

PERSIA, to sail on MONDAY, 1st October, 1877.
ARABIA, to sail on THURSDAY, 1st November 1877.
AUSTRALIA, to sail on SATURDAY, 1st December 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

WINES, SPIRITS, BEER, &c.

FOR SALE, at the Godown of the Undersigned, A. DREHER'S VIENNA BEER, a fresh supply monthly.

Per case of 4 dozen quarts	at Rs 6 4	per dozen.
do. of 6 dozen pints	„ 3 14	do.

BELL, BRANDENBURG & Co.

MESSRS. ALDRIDGE, SALMON AND COMPANY

HAVE received fresh Consignments of the undermentioned first class WINES, &c.

From PAGE AND SANDEMAN,		
Amontillado Sherry	Rs. 25	per doz.
Cusénier's Fine Brandy	„ 24	„
From A. COLLIN (Châlons)		
Carte Blanche Champagne	„ 30	„
From G. PRELLER and Co. (Bordeaux)		
St Julien Claret quarts	„ 9	„
Lormont Claret „	„ 12	„
Chateau Belair „	„ 16	„
Haut Barsac „	„ 15	„
Chablis „	„ 16	„
From De LAAGE FILS & Co.		
Cognac—L. Béchade	„ 18	„

Pints of all these Wines can be had at Rs. 2 per case of two dozen extra.

HOTELS.

THE CHOWK HOTEL, MATHERAN.

THE above HOTEL is now OPENED.

JEEWANJEE & Co.

Matheran, 22nd September 1877.

THE BYCULLA HOTEL, BELLASIS AND CLARE JUNCTION.

JEEVANJEE & Co., Byculla.

ALEXANDRA HOTEL AND PINTO'S HOTEL, MATHERAN.

MR. J. C. PINTO, the Proprietor of the both Hotels, begs to inform the Public that the above Hotels are now open to VISITORS. There are seven separate Bungalows attached to the Hotels well adapted for Families, for whose comfort every care is taken. The Hotels are well situated, occupy a central position, and are therefore very conveniently placed within the reach of several POINTS. They are also nearest to the Station and in a breezy locality under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum; also BUNGALOWS TO LET, viz., Bun Side, Rs. 200. Keep Sake, Rs. 175. Walker's House, Rs. 350. Wadia Lodge, Rs. 300, and several others.

THE ADELPHI HOTEL, THE ADELPHI FAMILY HOTEL, AND THE VICTORIA HOTEL,

Proprietor, Pallonjee Pestonjee.

MR. CAWASJEE PALLONJEE, the son of the late old Pallonjee Pestonjee, the well-known Proprietor of the above Popular HOTELS, begs most respectfully to announce to the Ladies and Gentlemen and to the European Gentry generally, that he has, in deference to the expressed wishes of most of his late father's friends and admirers, and with the object and desire to perpetuate his father's good name in connection with these Hotels, at a very considerable cost now become the sole purchaser and owner thereof.

Mr. Cawasjee will endeavour to treat his patrons with the same courtesy and attention which was so characteristic of his good father, and this, coupled with long experience and intimate acquaintance with the routine and management of the Hotels in his father's lifetime, will, he trusts, be a sufficient guarantee of the Hotels being carried on upon the principles inculcated by his worthy father.

Mr. Cawasjee takes this opportunity of returning his best and most heartfelt thanks to the numerous friends and supporters of his father for the very kind inquiries they have made during his late difficulties, which eventually led to a law suit, and for the interest they have evinced in his welfare; and he requests that the same kind patronage and support which was accorded to his father may be continued to him in future.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
TRAVANCORE	1900	350	W. Barratt	1st Oct.
(s) KHEDIVE	3742	600	J. D. Steward	8th do.
CHINA	2016	400	T. Alderton	15th do.
(s) BOKHARA	2932	450	W. A. Anderson	22nd do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay 1st September 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta :—

Vessels.	Tons.	H.P.	Captains.	
ZAMBESI	2431	370	A. Symons	2nd Oct. at 3 p. m.
GWALIOR	2725	450	J. E. Babot	16th Oct. do.
[illegible]	2593	400	J. H. Torbock	30th Oct. do.
TEHERAN	2589	400	A. H. Johnson	13th Nov. do.

F. D. PARKER, Acting Superintendent.

Bombay, 18th September 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	Captain.	
TANJORE	2263	450	W. W. Fentiman	13th Oct. at 3 p.m.
SIAM	3000	500	N. W. Haselwood	10th Nov. do.

F. D. PARKER, Acting Superintendent.

Bombay, 18th September 1877.

SALES BY AUCTION.

BENNETT AND COMPANY.

No. 4, FORBES STREET.

AUCTION SALE OF KHANDAHAR WOOL.

THIS DAY, MONDAY, the 1st instant, at 3 p.m., Messrs. BENNETT and Co. will sell by Public Auction, at the Mazagon Bunder, on account of the underwriters—

35 bales of wool, salt water damaged.

BENNETT & Co.

Bombay, 1st October 1877.

MENESSE AND COMPANY.

AUCTION SALE OF VALUABLE LANDED PROPERTY AT MAZAGON, CLOSE TO THE BRIDGE

On SATURDAY, the 6th October, at 4 P. M., Messrs. MENESSE & Co. will sell by Public Auction, on the premises, the following valuable landed property :—

All those pieces or parcels of Pension Tax and Government grounds the former containing about 15,374 square yards, and the latter about 10,840 square yards, together about 26,214 square yards; with a bungalow, outhouses and stables standing thereon, situate at Mazagon, near the Bridge, and registered under the Collector's No. 63 and 455 respectively, and new survey No. 3624, and bounded on the east by the Mazagon road, on the west by the property of G. I. P. Railway, on the north by the properties of Messrs. Homjee Cursetjee Dady, Pestonjee Hormusjee Camajee, Kessowjee Nayak and Dorabjee Hormusjee Chutnewalla, and on the south by the G. I. P. Railway.

The bungalow standing on the above property is at present rented by the Strangers Friend Society for Rs. 200 a month, and the grounds attached to it yield yearly Rs. 900.

For particulars and plan apply to the undersigned

MENESSE & Co.

Bombay, 1st October 1877.

CRAWFORD AND COMPANY,

2, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 1st October, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms.

10 bales grey Shirtings.
5 cases white mull.
5 cases white lapets.
7 cases white ground prints.
4 marble slabs round 3 feet in diameter.
4 do. oblong 4 feet by 1 foot 7½ inches.
8 do. do. 3 feet 5 inches by 1 foot 7½ inches.
8 do. do. 3 feet 9 inches by 1 foot 10 inches.
8 do. do. 4 feet by 2 feet.
8 do. do. 4½ feet by 2 feet 2½ inches.
8 do. do. 5 feet by 2½ feet.
2 cases T. red scarfs.
To close an account—
10 cases printed handkerchieves, 29 by 25.
10 cases white ground prints, 26 yards.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass, and Porcelainwares. A Light English-built Miniature Brougham, &c. At No. 7, Tarwady, opposite the Army Clothing Office in Nesbit Lane, Mazagon.

Messrs. CRAWFORD & Co. will, on THURSDAY, the 4th Oct., sale commencing at 1 p. m., sell by Public Auction at his residence No. 7, Tarwady, the valuable and handsome household furniture, brougham, &c., the property of A. G. Almond, Esq.

Full particulars will appear hereafter, and the furniture shall be on view from to-morrow.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated Glass and Porcelainwares, an English-built Office Brougham, &c., at Nos. 2 and 3, Marine Street, Fort.

On SATURDAY next, the 6th October, sale commencing at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction, on the top floor of their rooms. Nos. 2 and 3, Marine Street, Fort, the household furniture of Captain V. James, changing his residence.

Full particulars will appear hereafter.

CRAWFORD & Co.

Bombay, 1st October 1877.

NEW ADVERTISEMENTS.

IMPERIAL FIRE INSURANCE COMPANY,

Established 1803.

CAPITAL—One Million Six Hundred Thousand Pounds.

POLICIES of INSURANCE against FIRE upon Houses, Mills and other Buildings, Household Furniture, Goods, Wares, and Merchandise, in Bombay and up-country, issued, on behalf of the above Company, at most favourable rates, by the Undersigned, from whom full particulars may be obtained.

BENN, ASHLEY & Co., Agents.

NOW READY.

THE INDIAN TRAVELLERS GUIDE FOR OCTOBER 1877.

PRICE—EIGHT ANNAS,
With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the B. B. & C. I. R., G. I. P., East Indian, Sind Punjab and Delhi, Nizam State, and the several other lines of Railway.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

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May be had at the Bombay Railway Terminus and of the following

AGENTS.

Bombay……Thacker, & Co.; Watson & Co.; Hormusjee Sorabjee, Bookseller; Refreshment Rooms, Apollo Bunder; Messrs. Cooper & Co.; Watson's Esplanade Hotel; Treacher & Co.; Badham & Co.; Asquith & Co.; Byculla Hotel; and Messrs. Atmaram Sagoon & Co.
Allahabad……Kellner & Co.
Bhosawul……Railway Refreshment Room.
Calcutta……Wyman & Co.
Ceylon (Colombo)……"Ceylon Observer," Office.
Deolalee……Cursetjee Dossabhoy.
Jubbulpore……Kellner & Co.
London……G. Street, 30, Cornhill; Gordon and Gotch, St. Bride Street, Ludgate Circus, E. C.
Madras……Higginbotham & Co.; Gants Brothers, Adelphi Press, 7 and 8 Mount Road; and Railway Station, Raichore.
Ootacamund……"Neilgherry Courier" Office.
Poona……Treacher & Co., Phillip & Co., and Royal Family Hotel.
Shahabad……Refreshment Room.
Secunderabad……Cursetjee & Co.

NEW ADVERTISEMENTS.

TOWN HALL.

MADAME CARLOTTA TASCA BEGS TO ANNOUNCE THAT SHE WILL GIVE A GRAND CONCERT AND OPERATIC ENTERTAINMENT AT THE ABOVE HALL ON WEDNESDAY, OCTOBER 3rd.

PROGRAMME.

Duet……"Il Trovatore"……Verdi.
Miss Elcia May and Mr. Alfred Plumpton.
Solo Pianoforte…"Erin"……Sir Julius Benedict.
Madame Carlotta Tasca.
Song……"Once again"……Sullivan.
Mr. Alfred Plumpton.
Song……"Ye happy birds"……Gumbert.
Miss Elcia May.
Solo Pianoforte……"Home, Sweet Home"…Thalberg.
(*For left hand only.*)
Madame Carlotta Tasca.
Song……"Love in youth"……Wekerlin.
Miss Elcia May.
Solo Pianoforte……"L'eclat" Galop de Concert……Ronvill.
Madame Carlotta Tasca.
Duet……"The Singing Lesson"…Parry.
Miss Elcia May and Mr. Alfred Plumpton.

AN INTERVAL OF FIVE MINUTES.

MR. JOHN MORRIS,

In his astonishing Protean Entertainment, in which he will introduce

SEVEN DISTINCT CHANGES,

Opposite in character and costume, and rapid as the lightning's flash, without leaving the Stage, and in full view of the audience.

AN INTERVAL OF FIVE MINUTES.

TO CONCLUDE WITH ADOLPHE ADAM'S OPERETTA LISETTE.

Natz Tiek……Mr. John Morris.
Max……Mr. Alfred Plumpton.
Lisette……Miss Elcia May.

Doors open at 8-30, commence at 9.

PRICES OF ADMISSION.

Reserved Seats……Rs. 4. | Unreserved Seats……Rs. 2.
Back Seats……Re. 1.

Family Tickets to admit three to Reserved Seats, Rs. 10.

Plan at SOUNDY & Co.

Carriages may be ordered at 11 A. M.

MATHERAN.—The CLARENDON HOTEL is OPEN to VISITORS. Accommodation First-class; and for Ladies there are separate Bungalows attached to the Hotel which command beautiful views of Bombay and Matheran. D'Souza has houses to let.

Terms.—Moderate.

NOTICE.

SEALED TENDERS will be received by the MUNICIPAL COMMISSIONER for the CITY of BOMBAY as under up to 12 Noon on the 15th October 1877.

1. For the supply of Stationery for the Municipality, from 1st December 1877 to 30th November 1878.
2. Performance of the Printing Work for ditto, required during the same period.

Forms of Tender may be obtained on payment of Eight Annas and samples of the Forms to be printed seen at this Office on and after the 3rd proximo. A deposit of Rupees 1,000 and 500 respectively will be required from the successful Tenders for the Printing and Stationery contracts.

The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

J. H. GRANT.

Municipal Commissioner's Office, Bombay, 29th Sept. 1877.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

BOOKING OF GRAIN AND SEED.

NOTICE is hereby given, that, from MONDAY next, the First of October, GRAIN and SEED will be received, in limited quantities, at all Stations of this Railway, for conveyance to any other Station, subject to the condition that absolute preference will be given to that which is consigned to Stations on the Madras Railway; to Stations on the Nizam's State Railway; and to Stations of the Great Indian Peninsula Railway between Poona and Raichore, both inclusive.

HENRY CONDER,
General Traffic Manager.

Bombay, 29th September 1877.

MORARJEE GOCULDASS SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given, that the SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held on the Mill premises at Parell, on MONDAY, the 8th October 1877, at 3-30 p. m., for the transaction of the following business :—

1. To receive Directors' Report and the audited Balance Sheet made up to 30th June last.
2. To declare a Dividend.
3. To elect a Director who retires by rotation, but is eligible for re-election.
4. To appoint Auditors for the ensuing year, and to fix their remuneration.
5. To transact any other business that may be brought before the Meeting.

The TRANSFER BOOKS will be CLOSED from WEDNESDAY the 3rd, to WEDNESDAY, the 10th proximo, both days inclusive.

MORARJEE GOCULDASS & Co.,
Secretaries, Treasurers, and Agents.

Bombay, 29th September 1877.

JAFFER SULLIMAN'S BAZAAR.

SHOW ROOMS AT GIRGAUM AND HUMMUM STREET, FORT.

FOR SALE, an English-built very nice self-driving PARK PHAETON. Price moderate.

Also always on hand, Furniture of every description, Glass and Crockery Ware, Cutlery, Harness, Saddlery, Carriages of every description, Horses, Guns, Pistols, &c., &c.

All information given regarding buying and selling. Apply to

JAFFER SULLIMAN & Co.

EDULJEE PESTONJEE,

Sole Appointed Agent for Messrs. CHUBB and Son.

CHUBB'S BOX AND LOCK MART,
47, PARSEE BAZAAR STREET, FORT, BOMBAY.

Established 1847.

LOCKS,
PADLOCKS,
ESCUTCHEONS,
CASH BOXES,
PAPER BOXES,
DESPATCH BOXES,
FANCY WALKING STICKS,
TRAVELLING LEATHER BAGS,
WROUGHT IRON KEY BOXES,
LARGE ROOM DOOR LOCKS,
WROUGHT IRON FIRE PROOF SAFES,
JOHN JONES' GOLD AND SILVER WATCHES,
McCABE'S GOLD AND SILVER WATCHES,
18 CARAT GOLD ALBERT CHAINS,
18 CARAT GOLD PEN & PENCIL CASES,
15 CARAT GOLD SPRING RINGS,
15 CARAT GOLD SWIVELS,
KIRK ROSE SNUFFS,
PEBBLE SPECTACLES,
LEATHER PURSES,
PEN KNIVES,
SCISSORS,
LOCKETS,
&c.

J. NEUBERG.

5, Meadow Street.

JUST TO HAND, PER S.S. MALWA, A CHOICE PARCEL OF MANILLA CIGARS AND CHEROOTS, "CAVITE" BRAND,

Extra fine quality and size. The finest production of the MANILLAS, and CHOICEST IMPORTATION of the Season.

Carefully selected by Mr. NEUBERG'S SPECIAL AGENT AT

MANILLA.

"PRIMA PRIMA QUALITE."

No. 1 CIGARS,
Rs. 90 per 1,000.
Per Box of 50, Rs. 5.

CIGARS AND CHEROOTS No. 2,
Rs. 65 per 1,000.
Per Box of 100, Rs. 7.

No. 3 CIGARS,
Rs. 40 per 1,000.
Per Box of 200, Rs. 9.

Note.—*Outstation Orders to be accompanied with Cash or reference for payment.*

J. NEUBERG,
MEADOW STREET, BOMBAY.

SMOKERS' REQUISITES.

THIS Department of the business is constantly receiving large accessions of every article required by Smokers, and affords a selection not to be met with elsewhere in India.

CHEROOTS AND CIGARS.

CASH PRICE LIST.

MANILLA.

No. 1, Cheroots or Cigars…Per thousand Rs. 90	No. 2, Cavite Brand……Per thousand Rs. 70
No. 2, Do. do. … do. „ 50	No. 3, Cigars…… „ „ 40

CONNOISSEURS PRONOUNCE THESE BRANDS THE FINEST IMPORTED.

TRICHINOPOLY.

PREPARED EXPRESSLY FOR THE COMPANY OF FINEST SELECTED TOBACCO.

Thomson's, Dawson's, and Noble's Muster per box of 100……Re. 1 12	Dindigul and Havannahs, per box of 100..Rs. 2 0
Do. do. per box of 250.. „ 4 0	Do. do. per box of 250.. „ 4 8

CIGARETTES.

Cope's "Bouquet" and "Peerless" brands, per box of 100……Rs. 2 10	Real Turkish, made from the finest selected Tobacco, with and without mouth pieces, per box of 100……Rs. 2 10
Wills's "Passing Clouds, per box of 100… „ 2 10	Do. Do. per box of 50 … „ 1 8
	Do. Do. per box of 24 … „ 0 12

TOBACCOS.

SOLE AGENTS FOR WILLS'S CELEBRATED BRISTOL TOBACCOS.

Bird's Eye, Smoking Mixture, Shag and Latakia.

Per tin, Re. 1.

SNUFF.

MACOUBA, 1st quality, per bottle, Rs. 2-8.

A HANDSOME SELECTION OF GENUINE MEERSCHAUM PIPES.

AN EXTENSIVE ASSORTMENT OF BRIARWOOD PIPES, BEST QUALITY.

CIGAR CASES, TOBACCO POUCHES, &c.

TREACHER & COMPANY, Ld., BOMBAY. BYCULLA. AND POONA.

FELT HATS AND HELMETS.

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NOTICE.—MR. GEO. A. KITTREDGE rejoins our Firm TO-DAY.

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Bombay, October 1, 1877.

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Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1867 and 1876 respectively.
Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date with the total for the month and the same period as far back as 1865 and 1876 respectively.
Share List and Rates of Exchange.
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HIGH COURT.

TESTAMENTARY AND INTESTATE JURISDICTION.

In the GOODS CHATTELS, RIGHTS, and CREDITS of MOWJEE PREMJEE, late of Bombay, Hindoo Inhabitant, deceased.

VEERABAI, widow of the said MOWJEE PREMJEE, JUMNADASS DAVIDASS, and GOHLEE, his wife, the Executors of KHETSEE PREMJEE, the Brother of the said deceased……Applicants.

NOTICE is hereby given, that the above-named applicants have applied to the High Court for a GRANT to them of LETTERS of ADMINISTRATION of the ESTATE and EFFECTS of the deceased, limited, to Share No. 0 051 of the Colaba Press Company, Limited, and the accumulations of dividends due and payable thereon.

All persons concerned therein are hereby apprized thereof.—Bombay, 29th September 1877.

CRAWFORD & BOEVEY,
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Executive Engineer for Irrigation, P D.

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ICE CREAMS at PEARSE'S, Apollo Street, this day—ORANGE, VANILLA, and RASPBERRY. Iced Fruit Drinks, Chicken and Ham Patties, and Mutton Patties.

COMMERCIAL INTELLIGENCE

SATURDAY EVENING, 29TH SEPT. 1877.

WITH this, the first of the fine weather mails, we have in ordinary years to report some slight increase in business, especially in exports, but this year is exceptional in its dulness, and for anything there is doing we might now be in the middle of the monsoon. For no description of imports is there the slightest enquiry, and our export trade is in the same state of depression as we have had to report for weeks back. When writing for last mail we noticed a slight improvement in the working of the railways, and there was then some little hope that we were nearing a better state of things, but the improvement, if such there was, has disappeared, and so far as the transport of export produce is concerned, we might not have a railway into Bombay. Every available wagon is employed on famine traffic, and scarcely a day passes without witnessing the departure of ships and steamers in ballast for Calcutta or other ports more fortunate than Bombay in their communications with the interior. Large quantities of Wheat and Seeds are lying at Nagpore, Jubbulpore, Cawnpore, and other centres of trade, some of them bought and paid for in May last, but to all present appearance the Wheat will be consumed by weevils and the Seeds rendered unmerchantable before there is a chance of getting them to a shipping port. All this has been brought about by the stringent rules laid down by Government, giving grain for the famine districts precedence over all other trade, and the result is that in most of the large towns in Madras grain is now cheaper than in the districts where it was originally produced. In Bombay, suitable stuff for export to Europe is not a question of price, it simply is not obtainable, and although, as we have already remarked, there are considerable supplies lying in the interior and the home markets are in a position to attract shipments, there is no likelihood of business being feasible for three or four months to come.

The Crops in this Presidency are all looking well now, and Cotton particularly promises to be a good yield, the general estimate putting the probable quantity available for export at fully equal to the season 1875-6, but it is much to be feared that little of it will reach this market before the end of January. In the interval it is very evident that the local Spinning Companies are going to be very hard run for supplies of a suitable working quality. Already the price of good stapled Dhollera has been forced up to something like ½d. per lb. over the *Liverpool value*, and even that does not attract supplies. The question is a serious one for our local industry, as on the one side the raw staple looks like being forced up to almost a famine price, while the manufactured article not only does not share in the advance but in the present state of things is even difficult to dispose of. It will be a hard test of the soundness of the industry for the next few months, but there is every reason to hope that the interval safely tided over will lead to more profitable times beyond. Coals are cheap and labour is plentiful, two very important items in mill working, and the very absence of demand now will be a source of advantage later on, as so soon as the purchasing power of the country is recruited, there will be a great void to supply in all articles of clothing and general consumption. Our various import markets will equally feel the benefit of this, so that dull as we now are, and are likely to be for some three or four months, there is the very apparent basis of a vastly improved trade in the more distant future.

There was no allotment of Council drafts in London this week, and although nothing is definitely known here, it may be taken for granted that the new 4 per cent. sterling loan for 3 millions advertised in London on the 27th instant means the suspension of the drawings for the next three months at least. A few weeks ago a feeling prevailed that the Government famine requirements might be provided for without bringing out a new loan this year, but latterly a closer inspection of the situation, and more particularly the position of the Bank of Bengal in Calcutta, made it evident that the withdrawals would have to be lightened or a serious financial crisis would be inevitable. The currency department had already taken over from, or advanced upon to, the Bank—Government say the former, but the public the latter—30 lacs of rupees, but this was of little importance in the face of the continued withdrawals, and on Thursday the Bank raised its rates of discount and interest one per cent. all round. This made their level 3 per cent. above the Bank of Bombay's charges, and there seemed every probability of a further advance at an early date, but the stoppage of the weekly drawings will materially lessen the pressure, and we may now see a tendency to greater ease. The turn, however, cannot well be immediate, as the strain on the Government resources is undoubtedly great, and it is very questionable from the estimates now current as to the probable cost of the famine, whether the 3 millions to be borrowed in London will be sufficient to cover the deficiency. Should the N. E. Monsoon prove deficient in Madras, the amount could not possibly suffice, and even under the most favourable circumstances it is doubtful whether more will not be required. The whole question, however, is at the moment a matter of estimate, and therefore liable to alter in complexion very rapidly, but at the same time it is the only influence to be taken into account regarding the Money Market. Ordinary trade requirements are comparatively nothing, and so far as they alone are concerned, money would be easy, but the famine pressure is great, and will probably be greater before it takes the opposite turn, and we must be prepared therefore for a continuance of dear money.

EXCHANGE.—Sterling rates have had a hardening tendency throughout, and at the close show an advance of fully one per cent. on last mail. Notwithstanding the comparatively low figures obtained for the £200,000 of Council drafts offered on the 19th instant, the market closed for last steamer with a very firm appearance on the basis of 1s. 9d. to 1s. 9 1/16d. for demand Bank drafts, and the manifest tightness of money in Calcutta helped to strengthen the feeling. Afterwards we had the news that no Council drafts would be offered this week which induced a rise of 1/16d. to ⅛d., and this was followed by an advance of like extent when news came of the 3 million loan in London. We now close at:—Bank Bills on demand 1s. 9⅛d., 6 months sight 1s. 9⅝d.; Credits, 3 months' sight 1s. 9 9/16d. to ⅝d., 6 months' 1s. 9⅞d. to 13/16d.; Documents, 3 months' sight 1s. 9 11/16d., 6 months' 1s. 9⅞d. per rupee. For delivery up to the end of the year 3 months' sight Credits are negotiable at 1s. 9⅝d., and for later delivery at 1s. 9 11/16d. per rupee. A fair business has been done during the ten days, not so much perhaps in ready bills, of which there are extremely few making, but for future delivery, paper having been negotiated for delivery as far forward as the end of March. At the moment there is no great pressure to sell, but on the other hand the demand for Bank Paper is quite insignificant, and this, with the probable suspension of Council drawings for some time to come, must tend to strengthen the market. Whether the value of the rupee however is likely to go much higher this season is a very questionable point. The latest information shows that Germany has still a very large amount of surplus Silver for disposal, and this will doubtless be poured out here at a very rapid rate, sufficient perhaps to supply the place of Council drafts, so that when the drawings came to be resumed Government might find that the demand had been to some extent supplied. So far as we have yet gone the rise is fairly legitimate, and should we, when business becomes more active, touch 1s. 10d. for 3 months' sight Credits, we could scarcely consider the rate out of the way, but a return to 2s. or even 1s. 11d. for the rupee which some people talk of is not on the face of things, and is, we fear, still a long way off.

On Calcutta, the transactions latterly have not been heavy, but the increased strength of the Money Market has naturally tended to alter rates. We quote, demand drafts ⅛ to 5/16 per cent. premium, 60 days' sight 1⅛ to 1¼ per cent. discount.

On China, the quotation remains as before quite nominal at Rs. 219 per 100 dollar.

The latest quotation from Hongkong for 6 months' sight Bank Bills on London is 3s. 11⅜d. per dollar, and from Shanghai 5s. 5½d. per tael.

GOVERNMENT SECURITIES.—The market has been quiet to a degree, scarcely a transaction of any importance having transpired since last mail left. Values are just the turn easier, but the fact of a loan having been brought out on London is to some extent an element of strength, as it makes it certain that we shall have no fresh rupee loan this year. We quote:—Fours Rs. 93¼ to ½; Fours-and-a-half Rs. 93½; Fives-and-a-half Rs. 101½.

SHARES.—The market has been somewhat irregular in the interval between the mails. Spinning and Weaving shares are depressed by the rise in Cotton and the dulness in Yarns, while other Companies are comparatively steady in view of the better crop accounts from up-country. In *Bank* shares, with the exception of a decline of ½ per cent. in Bank of Bombays which now stand at 36½ per cent. premium, there is no change of any kind to quote. *Land* Companies are quiet, the only movement being a fall of Rs. 20 per share in Colaba. *Press* shares are quiet but steady. East India have advanced Rs. 15, and Scinde and Punjaub Rs. 25, Mofussils on the other hand are Rs. 10 per shares lower. In *Spinning and Weaving* Companies there has been a general fall of Rs. 10 to Rs. 20 per share, and in some Companies, such as the Dhurumsey and Albert Mills, the decline has been Rs. 60 in the ten days. Investors are somewhat shy of Mill shares at the moment, and not perhaps without reason, but ultimately prospects can scarcely fail to improve.

Nothing but the greatest dulness has characterised the PIECE GOODS market since last mail left. Stocks have not perhaps been seriously added to, but the off take has been extremely small, the clearances from first hands being only estimated at 400 packages, and from the Bazaar at 800 packages of all kinds. Sellers have throughout been anxious to do business, and, as a general rule, have been willing to submit to a reduction of 1 anna to 2 annas per piece on standard cloths to induce business, but every day makes it more manifest that the consumption of goods this season will be very small on this side of India at least, and we must therefore be prepared for dull and [illegible] markets for some time to come.

TWIST.—In [illegible] Yarns there is virtually no business doing at [illegible], and prices remain nominally unaltered [illegible] of current requirements. [illegible] the enquiry is still slow, and [illegible].

METALS.—Copper.—The enquiry is very slow, and we have to [illegible] a further decline of As. 4 per cwt. *Yellow Metal* is still more difficult of sale, and must be quoted As. 8 per cwt. lower. *Iron* is dull and depressed at nominally unaltered prices, but stocks are a long way ahead of the demand, and to effect clearances of any quantity reduced prices would have to be accepted.

COALS.—Scarcity of tonnage on the other side keeps sellers to arrive out of the market, and to that extent the market is firmer, but there are still very few buyers, and nominally prices are unchanged. On the spot a cargo of Glasgow Hard Splint Coal, ex Grecian, has been sold at Rs. 13½ alongside, and some small lots of Davison's West Hartley at Rs. 16½, and Laird's Welsh Hartley at Rs. 14½ per ton landed. Stocks are large, and, until the Mills come into the market, will prevent any rise in prices.

COTTON.—With active telegrams from Liverpool, and a steady demand from the local Mills with only a very reduced stock to meet it, sellers here have shown great firmness, and an advance of Rs. 1 to Rs. 2 has been established in Oomra, and Rs. 3 to Rs. 4 per candy in Dhollera descriptions, and although, as will be seen from our quotations, prices are ½d. to ⅜d. per lb. over Liverpool currencies, it seems not unlikely that a further rise may yet take place. The total stock of Cotton in Bombay is only estimated at about 25,000 bales, with which to face a demand of about 600 bales per day for local consumption only, and as supplies up-country are at the same time very light, it seems not unlikely that prices here will rise between now and the coming in of New Cotton irrespective of home advices.

The purchases this week have only been about 6,000 bales, all of which has been for local consumption, nor can we look for any export business of importance being done until the new crop becomes available.

The *Clearances* for sea during the week have been 3 857 bales, making a total of 805,274 bales since 1st January, as against 919,810 bales for the corresponding date last year.

The *Receipts* during the week have only been 1,308 bales, against 4,282 for the corresponding week last year.

New Crop accounts improve every day. Dhollera will be a late and poor crop, but with that exception the advices are most favourable. Broach will be early and large, Omrawuttee large but not particularly early, and Compta and Dharwar will, it is expected, be both a full and comparatively early yield. Altogether we can scarcely fail to have an out-turn considerably in excess of last season, and should the weather continue favourable up to the time of picking, we should think 850,000 bales by no means an outside estimate of the probable exports for the first six months of next year.

The following are to-day's quotations for New Cotton with the equivalents in Sterling Cost and Freight to Liverpool, via Canal, without commission:—

Full-pressed—		₩ Candy	₩ lb. C. & F.
New Broach Ginned F. G. F.	Ready	....Rs. 207	= 5¾d.
,, Omrawuttee Good (nominal)	do.	.... ,, 206	= 5 11/16d.
,, Do. Fully Good Fair	do.	.... ,, 200	= 5 8/16d.
,, Do. Good Fair	do.	.... ,, 196	= 5 7/16d.
,, Dhollera Good (nominal)	do.	.... ,, 206	= 5 11/16d.
,, Do. Fully Good Fair	do.	.... ,, 202	= 5⅝d.
,, Do. Good Fair	do.	.... ,, 198	= 5½d.
,, Do. Fully Fair	do.	.... ,, 193	= 5⅜d.

The following is the visible supply of Cotton for all Europe on the 28th instant as compared with the two previous years:—

	1877.	1876.	1875.
Total supply of all kinds..	1,340,000	1,776,200	1,672,470
,, ,, ,, Surats.	328,000	574,190	784,360

For the U. K. only the figures are:—

Stock in Liverpool.........	598,000	721,060	713,250
Do. London............	29,000	34,600	66,420
American Afloat............	10,000	25,000	15,000
E. Indian ,, ...	63,000	156,000	221,000
	700,000	936,660	1,015,670
Price of Mid. Orleans ...	6¼d.	6⅛d.	7 3-16d.
,, Fair Dhollera ...	5⅛d.	4 7-16d.	4 11/16d.
Difference......	1⅛d.	1 11-16d.	2½d.

The American Crop figures to date are:—

	1877.	1876.	1875.
Week's Receipts	43,000	96,000	79,000
,, Exports to U. K.	4,000	14,000	8,000
,, ,, to Continent.	......	2,000	4,000
Total Receipts since 1st Sept..	84,000	227,500	182,000
,, Exports to U. K. ,,	12,000	41,000	19,000
,, ,, to Continent ,,	6,000	11,000	9,000
,, Stock at the Ports	130,000	233,000	161,000

SEEDS.—*Linseed*.—There are no supplies of any consequence coming forward, and for any good parcels offered very high prices are paid and on the average the market may be called As. 2 to As. 3 per cwt. higher since last mail, say Rs. 7-4 to Rs. 7-5 per cwt. *Rapeseed* is unaltered in value at Rs. 8 per cwt., but there are no supplies, and nothing doing for export.

WHEAT.—We have not heard of a single purchase of any kind for export, and prices may be considered quite nominal:—Best White Rs. 40 to Rs. 41, Mixed Rs. 38 to Rs. 39 per candy.

SHIPPING INTELLIGENCE, AND LISTS OF PASSENGERS BY SEA.

THE SHIP LADY ROWENA, 1181 tons, Captain G. C. Sterling, will sail to-day for Calcutta, in ballast.

THE s. s. GOLDEN GROVE, 931 tons, Captain J. S. Smail, sailed on the 29th instant for Calcutta, in ballast.

THE B. I. S. N. Co's s.s. PENANG, 475 tons, Captain W. W. Allen, arrived in harbour on the 28th instant from Calcutta (September 12th), with a general cargo.

THE s. s. OORUN 162 tons, Captain G. J. Baker, arrived in harbour on the 29th instant from Coast and Cutch, with a general cargo, and one hundred and two deck passengers.

THE s.s. BORDER CHIEFTAIN, 990 tons, Captain A. Nicol, arrived in harbour on the 29th instant from Shields (August 25th), via the Suez Canal, with a cargo of 1,509 tons coals. The vessel is consigned to Messrs. Killick, Nixon and Co.

THE B. I. S. N. Co.'s s. s. RAJPOOTANA, 1311 tons, Captain J. T. Lewis, sailed on Saturday last for Coast and Calcutta, with a general cargo and the following passengers:—Mr. W. Scobie, Mr. Doyle, Mr. Clarke, and twenty deck passengers.

MESSRS. R. RUBATTINO CO.'S s. s. PERSIA, 765 tons, Captain F. Dodero, will sail to-day for Genoa &c., via the Suez Canal, with a general cargo and the following additional passengers:

For Genoa—Lieut T H M Kelly.
For Leghorn—Segn G Pisani, Segn Ettore Pisani, Segn Demetrio Nardi, Segn Ago to Nardi.
For Aden—Mr and Mrs Lawrence Fernandes, one child and one infant.

THE HALL LINE s.s. TRENTHAM HALL, 1358 tons, Captain J. C. Shaw, arrived in harbour on the 28th instant from Liverpool (September 1st), via the Suez canal, with the following passengers:—Mr. R. Robert, Mr. D. Coreeduff, Mr. J. E. Etlinger, Captain and Mrs Hammond and infant, Captain and Mrs. Maxwell and infant, Lieut. and Mrs. Montague James, Miss Carter, Mrs. J. Hammett, Miss R. Irvine, Lieut. S. Anthorp, Messrs. Mooloo Walla and Juga Walla, Mr. Pestonjee Bazonjee, Mr. W. Holden. She brought the following cargo:—190 bales twist, 991 packages piece goods, 3,030 bundles and 6,144 bars iron, 4020 bundles iron hoops, 20 kegs red lead, 12 cases butter, 40 packages earthenware, 1784 plates spelter, 57 cases slates, 7 packages wine, 20 cases candles, 50 cases steel, 4 casks glass, 63 kegs nails, and many packages merchandise.

ARRIVAL OF THE CHINA MAIL.

THE P. AND O. CO.'S s. s. KHEDIVE, 2,692 tons, Captain Stewart, arrived in harbour on the 29th instant from Calcutta (September 8th), via Galle, with China Mails, and the following cargo:—300 bags rice, and 8 packages goods.

ARRIVALS.

Sept.	Vessels.	Commanders.	From.
28	Penang (s)...........	Allen	Calcutta, Sept 12.
	Trentham Hall (s)....	Shaw	Liverpool, Sept 1.
29	Border Chieftain (s).	Nicol	Shields, Aug 25.
	Khedive (s)	Stewart	Calcutta, Sept 8.
	Oorun (s)	Baker	Mandvee, Sept 27.
30	Guy Mannering (s)	Mann..........	Liverpool, Aug 30.
	Tanjore (s)	Fentiman......	Melbourne, Sept 4.

DEPARTURES.

Sept.	Vessels.	Commanders.	Destination.
29	Golden Grove (s).....	Smail	Calcutta.
	Rajpootana (s)	Lewis	Coast & Calcutta.

The following vessels obtained their port clearances on Saturday last:—
Steamer Persia, Dodero, to Genoa.
Ship Lady Rowena, Sterling, to Calcutta.

The following vessels were entered out for loading on Saturday last:—
Steamer Trinacria, to Liverpool.
Steamer China, to Aden and Suez.
Steamer Khedive, to Southampton.
Steamer Oorun, to Coast and Cutch.
Ship Bean Umba, to Colombo and Calcutta.
Ship St James, to Rangoon.

CALCUTTA.

ARRIVALS.

Sept.			
25	Bengal (s)............	Rowley	Madras, Sept 21.
	Kirkham	Coole	Port Louis, Aug 28.
	Silhet	Tosh	Mauritius, Aug 22.
26	West Stanley (s)......	Runciman ...	Madras, Sept 22.

DEPARTURES.

Sept.			
25	Calcutta (s)	....	....
	Discoverer (s)	....	....
	Thessalus	....	....
	Lightning	....	....
26	Reliance (s)............	....	....
	Mangrove (s)	....	....
	Robinia (s)	....	....
	City of Benares	....	....

MADRAS.

ARRIVALS.

Sept.			
26	Berteaux	....	Gopaulpore.
27	Meinam (s)	....	Calcutta.
28	Medina (s)..............	....	Bombay.
	Chyebassa (s)	....	Calcutta.

DAILY IMPORTS.—SEPTEMBER 29.

FROM LIVERPOOL.

Zante s—50 tons pig iron, Khimjee Jeewa.

FROM LONDON.

Gwalior s—4 cases black cochineal, Nursee Soonderjee.
Zambesi s—300 kegs German steel, Khimjee Jeeva; 2 cases toys, Hajee Jon Mahamed Lutuff.
Lumley Castle s—2 cases hardware, Eduljee Cowasjee Dalal; 863 plates soft spelter, A C Dady and Co; 20 cases matches, Tyebaly Sooltanally.

FROM GLASGOW.

Macedonia s—9 casks paints of sorts, Abdool Cadur Budroodin.

FROM TRIESTE.

Tebe s—1 case glassware, Haji Oosman Tarmahamed.

FROM SMYRNA.

Tebe s—500 cases kerosine oil, W M Wood.

FROM BORDEAUX.

Persia s—100 cases brandy, Dinshaw Pestonjee Batha and Co.

THE following cases of wines and spirits were passed from the Custom House from the 4th to 29th September 1877 by Cutler, Palmer & Co:—

20	Cases	Claret, per steamer Sestos.
5	,,	Cherry Brandy, per steamer Sestos.
117	Casks	Ale, per steamer Venetia
15	Cases	Whiskey, per steamer Teheran.
2	Hhds	Brandy, per steamer Venetia.
2	,,	Claret, per steamer European.
15	Cases	Still Hock, per steamer Deccan.
50	,,	Cognac, per steamer Craigforth.
25	,,	Sherry, per steamer Craigforth.
37	,,	Cognac, per steamer Thibet.
20	,,	Claret, per steamer Thibet.
10	,,	Champagne, per steamer Thibet.
20	,,	Schnapps per steamer Peshawur.
70	,,	Cognac, per steamer Mirzapore.
32	,,	Port, per steamer Venetia.
25	,,	Champagne, per steamer Venetia.
30	,,	Cognac, per steamer Venetia.
14	,,	Rum, per steamer Teheran.
100	Casks	Ale, per steamer Zambesi.
60	Cases	Brandy Bawin, per steamer Precurseur.
13	,,	Champagne, per steamer Severn.
55	,,	Brandy Dubois, per steamer Zambesi.
80	,,	Brandy B, per steamer Precurseur.
160	,,	Brandy D, per steamer Zambesi.
50	,,	Brandy D, per steamer Zambesi.
16	,,	Champagne, per steamer Goa.
15	,,	Hock Sparkling, per steamer Goa.
5	,,	Gin, per steamer Goa.
14	,,	Portwine, per steamer Goa.
37	,,	Shery, per steamer Goa.
9	,,	Claret, per steamer Goa.
4	,,	Geneva, per steamer Timour.
24	,,	Cognac, per steamer Surat.
30	,,	Cognac, per steamer Cheops.
107	,,	Brandy, per steamer Xantho.
50	,,	Brandy, per steamer Parsee.
25	,,	Brandy, per steamer Sestos.

DAILY EXPORTS.—SEPTEMBER 29.

FOR LIVERPOOL.

Travancore s—100 bales cotton, Nursee Kessowjee and Co.

FOR LONDON.

Travancore s—5 boxes gold bars, value Rs 1,29,500, The French Bank; 6 boxes gold bars and 7 boxes silver coins, value Rs 4 35,800, The C M Bank of I L and China; 2 boxes gold bars, value Rs 2,25,000, Morarjee Moolji; 5 cases chadders, Mahamedbut Ahmedbut.
Khedive s—21 bales skins and 46 bales senna, P and O S N Co

FOR MARSEILLES.

Persia s—76 cwts coffee, Dyachund Mulookchund.
Travancore s—110 bags teel seed, Finlay, Scott and Co.

FOR GENOA.

Persia s—100 bales cotton, Knoop and Co.

FOR ALEXANDRIA.

China s—50 bales gunnies, P and O S and Co.

FOR SUEZ.

Travancore s—4 cases silk, Aga Syed Mirza.

FOR CALCUTTA.

Scotish Chief—190 bales cotton, Ramjeedass Lukhmidass.
Nyanza s—50 bales cotton, Knoop and Co.

FOR HONGKONG.

Zambesi s—400 baskets onions, Husson Lall; 407 baskets onions, Hajee Cassum Joosub; 26 cases sharkfins, Currimbhoy Heerjee; 38 cases sharkfins, Dattoobhoy Dossa; 22 cases sharkfins, Allana Munjee; 71 cases sharkfins and 7 cases fishmaws, Currimbhoy Ebram; 4 cases fishmaws, and 13 cases sharkfins, Goolamhoosein Johnmahomed; 572 bales cotton, W Nicol and Co; 37 bales twist, Remoobhoy Habibbhoy; 16 bales twist, Hajee Essac Ellias; 16 bales twist, Cassumbhoy Ahmedbhoy; 89 bales cotton, Goolamhoosein Jon Mahomed; 75 bales cotton, Currimbhoy Ebram; 366 bales cotton Jairazbhoy Peerbhoy; 10 cases sharkfins and 1 case fishmaws, Esmall Peerodina; 7 chests opium, F Nusserwanjee Postwalla; 6½ chests opium, Jairazbhoy Peerbhoy.

FOR SHANGHAI.

Zambesi s—38 chests opium, Cursetjee Bomonjee and Co.

MILITARY INTELLIGENCE.

ARRIVALS.—SEPTEMBER 26.

Lyons, Major, Bombay 21st Regt N I, from leave, from Poona.

SEPTEMBER 28.

Hammond, Capt. Madras Staff Corps, from leave, from England.
Prendergast, Surg, Bombay A M D, on duty, from Poona.
James Lieut, Bombay 3rd Light Cavalry, from leave, from England.
Apthorp, Lieut, Bombay 59th Regt, from leave, from England.
Maitland, Lieut, Bombay 2nd Queen's, on leave, from Poona.

SEPTEMBER 29.

Hawley, Col, Bombay 14th Regt, on promotion, from Ranikhet.

DEPARTURES.—SEPTEMBER 28.

Leslie, Sub-Lieut, Bombay 21st Regt N I, on leave, to Poona.

SEPTEMBER 29.

Hammond, Capt, Madras Staff Corps, to rejoin, to Nagpur.
Doyle, Surg Major, Madras I M D, on duty, to Cochin.

SEPTEMBER 30.

James, Lieut, Bombay 3rd Light Cavalry, from leave, to Poona.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant Generals' Office, Head Quarters,
Poona, September 29.

The C-in-C is pleased to make the following appointments:—

11th Regt N I—Major G G H Fulton, Staff Corps, to officiate as Wing Commander.

24th Regt N I—Lieut Col R M Chambers, Officiating 2nd in Command 8th N L I, to be 2nd in Command, vice Col Pierce, who retires.

29th Regt N I—Lieut A L Sinclair, 25th Foot, officiating Wing Officer 27th N I, to officiate as Wing Officer on probation.

Under instructions from the Horse Guards, War Office, it is intimated that:—

Lieut G J F Talbot, No 17 Battery 8th Brigade, has been transferred to No 10 Batty 11th Brigade.

Gunner John Burt, employed in the Ordnance Dept, is promoted to Serjt with effect from the 23rd instant.

The following orders are confirmed:—

3rd Hussars—Regtl Order, dated 24th Sept, appointing Riding Master Rant to act as Interpreter to the Regt, with effect from the 22nd idem, vice Lieut Kelly, proceeding on leave.

17th Foot—Regtl Order, dated 21st Sept, appointing Lieut Mayne Interpreter to the Regt, vice Lieut Stackpole, and in the absence of a qualified officer.

2nd (Prince of Wales' Own) Grenadiers—Regtl Order, dated 10th Sept, directing Capt Ryves to officiate as 2nd in Command, Lieut Pelle as Wing Commdr, and Sub Lieut Schneider as Qr Mr, the two latter in addition to their respective duties, in succession to Major Rimington in sick quarters.

The undermentioned officer has leave of absence:—

7th Foot—Lieut the Hon'ble H Amherst, to England, from date of departure for six months, on urgent private affairs, pending transfer to the Coldstream Guards.

BENGAL GOVERNMENT ORDERS.

(*Calcutta Gazette*, September 26.)

Mr F H Barrow, Sub-Divisional Officer of Soopool, Bhaugulpore, leave for two months and ten days.

Mr Charles O'Donnell, Officiating Joint-Magistrate and Deputy Collector, Second Grade, to act in the First Grade of Joint-Magistrates and Deputy Collectors.

Mr A G Grierson, Officiating Joint-Magistrate and Deputy Collector, Bhaugulpore Division, is posted to Soopool, in the district of Bhaugulpore.

Mr G B Havelock, Officiating Assistant Superintendent of Police, Dinagepore, is transferred temporarily to Darjeeling.

Mr A D Larymore, Officiating Superintendent of the Midnapore Central Jails, is confirmed in that appointment.

Mr P J Neuville, Executive Engineer (temporary rank), Second Grade, is attached to the Third Calcutta Division as a temporary measure, or until further orders. This cancels the appointment of Mr Neuville to officiate as Executive Engineer, Ganges and Darjeeling-road Division.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla 25th September 1877.

At a General Court Martial, assembled at Ferozepore, on the 31st day of August, Private French, of the 34th Regiment, was arraigned on the following charge:—

That he, on the 27th July, being a soldier of Her Majesty's British Army serving at Ferozepore, did cause the death of R W Denton, by discharging at the said Denton a rifle loaded with gunpowder and a bullet, and thereby inflicting a mortal wound; and that he did thereby commit the offence of culpable homicide, amounting to murder.

Finding—The Court finds that the prisoner is guilty of the charge.

Sentence—The Court sentence the prisoner to suffer death, by being hanged by the neck till he be dead.

APPROVED AND CONFIRMED.
FRED. P. HAINES, General,
Commander-in-Chief in India.

The Hon'ble the President in Council approves of the confirmation by His Excellency the Commander-in-Chief of the sentence of death passed upon private Henry French, and of he said sentence being carried into execution.

MADRAS GOVERNMENT ORDERS.

(*Fort St George Gazette*, Sept. 26.)

Mr J G Thompson has been permitted to resign the Madras Civil Service from the 30th September.

Mr J Hunter Blair has been permitted to resign the Madras Civil Service from the 1st October.

Mr P A Cole, Deputy Collector in charge of the Treasury, Coimbatore, to be Registrar of Coimbatore.

Mr J C Winscom, Deputy Collector in charge of the Treasury, Calicut, to be Registrar of Calicut.

Mr Edward Noel Overbury to be Assistant to the Collector and District Magistrate of Chingleput and to act as Special Assistant temporarily for famine purposes.

The services of Major E H Thomas, Madras Staff Corps, are replaced at the disposal of the Military Department, at his own request.

Mr W A Goodchap, Executive Engineer, 3rd Grade, furlough to Europe on medical certificate for two years.

The undermentioned Officer having reported his arrival at Madras is posted for duty on Famine Relief work:—Mr A J Hughes, Executive Engineer, to the Salem District.

The undermentioned Officers having reported their arrival at Madras are posted for duty on Famine Relief works:—Mr B Clark, Assistant Engineer, to the Kurnool district. Mr G H Falkner, Executive Engineer, to the Nellore district. Mr T R Roberts, Temporary Executive Engineer, to the Nellore District. The Honourable L M St Clair, Assistant Engineer, to the Salem district. Mr W G Newton, Assistant Engineer, to the Salem district. Mr W C Wells, Supervisor, to the Salem District. Mr E Culliford, Supervisor, to the Salem District. Mr J Purdie, Assistant Engineer, to the Coimbatore District. Mr J C G Keddie, Assistant Engineer, to the Cuddapah District. Mr O Heerule, Assistant Engineer, to the Presidency District.

The following posting is ordered:—Mr H F Gilby, Assistant Engineer, to the Salem District, for temporary charge of the Salem Range.

The undermentioned Officers having reported their arrival at Madras are posted for duty on Famine Relief works:—

Mr R B Claudius, Overseer, to the Chingleput District.
Mr J W Kehoe, Supervisor, to the Coimbatore District.
Captain G T Maitland, S C Executive Engineer, to the Presidency District.
Major D C Walker R. E, Executive Engineer, is posted to the North Arcot District for employment under the District Engineer.

MILITARY DEPARTMENT.

Lieut-Col H E Dynely, Commandant 1st Light Cavalry, is permitted to proceed to Europe on furlough on private affairs for two years and to embark from Madras or Bombay.

The undermentioned officer has reported his turn from Europe:—

The following promotion is made:—Lieut J E Porteous having completed twelve years' service, four of which have been in the Staff Corps to be Captain.

Lieut-Col H R Elliot, Deputy Assistant Quartermaster-General, Malabar and Canara, is permitted to proceed to Europe on furlough on private affairs for two years and to embark from Bombay or Madras.

The service of Major E H Thomas, Staff Corps, are replaced at the disposal of His Excellency the Commander-in-Chief.

HIGH COURT.—OCTOBER 1.

(Before the Honourable SIR CHARLES SARGENT.)

LONG CAUSE.

704-76—Tyabjee and Sayani—Futteh Ally, Shaik Ahmed vs Mithibai and others—Jefferson and P and Fletcher and S and Crawford & B.

On Judge's Summons.

Act X of 1866—Hearn, C and L—In the matter of the East India Bank in Liquidation—Dinanath Raghoonath Khote and another. Liquidators—Rimington, Hore and Langley—Tyabjee and Sayani and Ardasir and Hormusjee.

(Before the Honorable MR. JUSTICE BAYLEY.)

LONG CAUSE.

612-74—L Fletcher—H Sallay Mahomed Hajee, &c, vs Robert Brown and others—Rimington, H. and L.—Part heard.

(Before the Hon'ble MR. JUSTICE KEMBALL.)

FOR JUDGMENT.

407-77—Tyabjee and Sayani—Mariambee B Dawoojee and others vs Kesserbai widow—Khunderao M.

NOTICE.

New Long Causes fixed for 1st October will be called on upon the abovementioned day, undefended suits will be first proceeded with and consent Decree taken. Defended suits will then come on their order in this list.

NEW LONG CAUSES.

456-77—M M Munshi—Bhugwan Haribai vs Roombaria Sootar &c—Tyebjee and Sayani.
594-77—Tyabjee and Sayani—Koombaria Sootar &c vs Bhugwan Hurybhai—M M Munshi.
488-77—In person—Aga Ally Mahomed bin &c vs Beebee Suckina widow and others—N N Kothari.
575-77—In person—Sindi Karimani Goolam Ally vs Memon Abdoolla Allarakia—Mr Turner.
577-77—Muljee and B—Sorabjee Muncherjee G vs Arachshaw &c—J C Cama.
579-77—In person—Nusserwanjee Dinshawjee vs Pheerozshaw Shapoorjee.
580-77—Rimington, Hore, and Langley—Memon Hajee Haroon M vs Malvi Abdool &c—Lynch and Tobin.
585-77—Jefferson and Payne—George Lockhart and another vs Hunsraj Oodhowjee and others.
586-77—Balkrishna and B—Kashinath Hirajee vs Sareef Futta and others.
589-77—Jefferson and Payne—Cawasjee Pallonjee vs Jaijee widow—Rimington, Hore and Langley.
591-77—Ardaser and Hormusjee—Dhunjibhai and another vs Cawasjee Pallonjee and other—Jefferson and P, Ardaser and H and Rimington, Hore and Langley.
596-77—Lynch and Tobin—Eduljee Shapoorjee vs C A Stempp.

(Before the Honourable MR. JUSTICE GREEN.)

For Investigation under Sec. 305 of Act VIII 1869.

In person—Gossowin Gangabai vs Bawa Mohondass Usromdass.

LONG CAUSES.

483-75—Tyabjee and Sayani—Aga Mahomed Abdool Russool vs Aga Mahomed Jaffer S and others—Fletcher and S, and Remington, Hore and Langley.
484 75—Tyabjee and Sayani—Aga Mahomed Abdool Russool vs Aga Mahomed Jaffer S and others—Fletcher and S, and Remington, Hore and Langley.
206-76—Tyabjee and Sayani—Aga Mahomed Abdool Russool vs Aga Mahomed Jaffer S and others—Fletcher and S, and Remington, Hore and Langley.
207-76—Tyabjee and Sayani—Aga Mahomed Abdool Russool vs Aga Mahomed Jaffer S and others—Fletcher and S, and Remington, Hore and Langley
4[illegible]-77—Crawford and Bowey Narayen Kessowjee vs Brahmand Swami Koonur—Craigie, Lynch and Owen.
364-77—Craigie, Lynch and Owen—Kerrow Govindass and others vs Crusumbhai—Mr Turner.
702-76—Fletcher and Smith—Cassumbhoy Dhurrumsey vs Nusserwanjee Merwanjee P and others—Remington, Hore and Langley.
803-77—Remington, Hore and Langley—Nusserwanjee Merwanjee P and others vs Cassumbhoy Dhurumsey—Fletcher and Smith.
816-77—Mr Becknell—Raiji Raja vs [illegible]—Mr Turner.
878-77—Hearn, C and L Vussonjee Merwanjee P and others vs The New Dhurrumsey Poonjabhoy S and W Co—Fletcher and Smith.

OVERLAND SUMMARY OF THE BOMBAY GAZETTE

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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CALENDAR FOR OCT. 1877.

PHASES OF THE MOON.

Date.		Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
Oct.			H. M.	H. M.	H. M.	H. M.
Mon.	1	......	5 52	5 47	5 45 m 5 9 a	11 41 m 11 58 a
Tues.	2	English mail expected..	5 52	5 46	7 9 m 7 9 a	1 24 a ...
Wed.	3	......	5 52	5 46	8 23 m 8 45 a	1 33 m 2 46 a
Th.	4	......	5 53	5 45	9 16 m 9 40 a	2 50 m 3 35 a
Fri.	5	......	5 53	5 44	9 56 m 10 26 a	3 43 m 4 14 a
Sat.	6	......	5 53	5 43	10 32 m 11 8 a	4 27 m 4 49 a
Sun.	7	Nineteenth Sunday after Trinity	5 53	5 42	11 9 m 11 51 a	5 10 m 5 27 a

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RS. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

SMITH—September 21st, at Ellichpore, East Berar, the wife of Sub-Conductor Harry Smith, Ordnance Department, Hyderabad Contingent, of a daughter.

WAPSHARE—September 26th, the wife of Lieut. A. Wapshare, 1st Grenadiers Bombay Native Infantry, of a son, still-born.

OTHER PRESIDENCIES.

BIRTHS.

CAMPBELL—September 24th, at Saugor, the wife of Captain Walter Campbell, Bengal Light Cavalry, of a daughter.

ELLIS—September 26th, at Ellis's Castle, Agra, the wife of George Francis Ellis, Merchant, of a daughter.

FENNER—September 22nd, at Lahore, the wife of G. W. Fenner, Government Telegraph Department, of a son.

GRANT—September 18th, at Nagpur, Mrs. Charles Grant, of a son.

MERRETT—September 25th, at Calcutta, the wife of W. Merrett, Esq., Postal Dept., of a daughter.

MORRELL—September 25th, at Calcutta, the wife of W. E Morrell, of a daughter.

O'BRIEN—September 27th, at Gazipur, the wife of B. O'Brien, M. D., Civil Surgeon, of a daughter.

THOMSON—September 20th, at Simla, the wife of Dr. Murray Thomson, of a daughter.

MARRIAGES.

GARTON—COLYEAR—September 17th, at Christ Church Simla, by the Rev. H. J. Matthew, M.A., Willoughby H Garton, Esq., Lieut-Colonel in H. M.'s Bengal Staff Corps, to Julia Catherine, daughter of D. Colyear, Esq., Simla.

DEATHS.

BATEMAN—August 24th, at Bangkok, Samuel Bateman, Esq., Commissioner of H. S. M.'s Customs.

The Bombay Gazette

MONDAY, OCTOBER 1, 1877.

THE statement that the greatest discontent and discouragement prevail at the Russian head-quarters in Bulgaria can be easily credited; for, even before the failure of the attempt made by the Russians last month to avenge their defeat at Plevna in July by capturing the place and destroying Osman Pasha's army, the private soldiers had begun to cry aloud, in the hearing of the Grand Duke Nicholas, "Send away the 'fools;'" and the general feeling which found expression in these words must have been intensified by the miserable results of the supreme effort made at Plevna to achieve a victory which should be a Turkish Sedan. We do not, indeed, suppose that Osman Pasha has succeeded in maintaining the superiority he acquired at the end of July; but he clings with wondrous tenacity to his entrenched position, and has so far repulsed with fearful loss all the attempts of the enemy to force his lines. The Russians themselves admit that their loss before Plevna has reached the appalling figure of 21,000 men; and, though even this sacrifice of life would not have counted for much with them if they had been victorious, it is a terrible price to pay for no other advantage than that of having advanced to positions from which it is possible to undertake the regular siege of Plevna. It seems certain that the Russo-Roumanian troops who are engaged in attacking Plevna, and who are nominally under the command of Prince Charles of Roumania, with the Russian General Zotoff acting as chief of his staff, have surrounded Plevna on all sides except the west and south-west; and it is probable that the Russian cavalry have even intercepted communications on the roads leading to Sofia and Widdin and have thus completed the blockade of Plevna, for we are now told that Chefket Pasha, who was advancing with 30,000 men to reinforce Osman Pasha, and who was said in recent Turkish despatches to be within two hours' march of Plevna, has been obliged to halt and entrench his force at a place midway between Sofia and that city. Obviously, therefore, not only has he been unable to raise the Russian blockade, but he feels his own position very insecure, and it is not unlikely that he may be threatened from the direction of Loftcha, from which quarter a flank attack may be made with effect on a column advancing towards Plevna from Sofia. Now that the rains have set in and made the roads impassable, Osman Pasha can hardly hope to be relieved; and, though his entrenchments seem to be impregnable, the want of supplies will compel him either to evacuate the place and try to make good his way to Widdin, or to surrender with his whole army. His best chance lay in the success of Mehemet Ali's advance against the Russian left, and for a time everything went well with that enterprise. The Turkish Commander-in-Chief, after threatening to move along the road from Osman Bazar to Tirnova, suddenly marched northwards from Eski-Juma, and threw the bulk of his forces against the right wing of the army of the Czarevitch, which had crossed the Kara Lom. This wing had no doubt been weakened by detachments sent to Plevna, and it fell back fighting before superior forces. Mehemet Ali was victorious in an engagement at Karahassankoi, and crossed the Kara Lom at Kalewtcha, a place only about 15 miles to the south-east of Biela. The Czarevitch had his head-quarters at Kazelevo, further down the Kara Lom and still on the eastern bank of that river, and the left of his army lay thence along the road to Rustchuk as far as Kadikoi. Attacked on this side by Ahmed Eyoub's troops, who form the garrison of Rustchuk, and alarmed probably at the same time by the menaced advance of Mehemet Ali on Biela, the Russian Heir-Apparent retreated to the line of the Jantra. Having concentrated his troops at Biela in an entrenched position, he was able to repulse Mehemet Ali, who in his turn is now falling back. It is evident that in these operations the Russian bridge at Pyrgos, by which two divisions of the Imperial Guard have crossed the Danube, has not been threatened. Below, that is, to the northwards of Biela, the Russian line ceases to follow the course of the Jantra, and runs in a north-easterly direction along the Rustchuk road till it touches the Danube at Pyrgos. Between Pyrgos and Rustchuk runs the river Lom, which is formed by the junction, above Kadikoi, of the Kara Lom and the Ak Lom. From Biela to Pyrgos the Russian position has not been imperilled, and the arrival of the Imperial Guard, which the telegram of Saturday accurately described as "the massing of troops on the river Lom," has made it dangerous for Mehemet Ali, after his repulse from Beila, to remain to the westwards of the river Kara Lom, where his army would be exposed to a simultaneous attack in front and on the right flank. The Turkish attack on the Russian position has, therefore, failed; and Suleiman Pasha will come up too late now to be of much use to his Commander-in-Chief, even if the state of the roads permits him to effect a movement which he should have made two months ago.

The campaign is, therefore, so far, a drawn game, though our own belief is that Osman Pasha has been caught in a trap, and that the Russians must ere long get possession of Plevna. Meanwhile, however, the situation to which they are reduced must be disgusting enough to the Russians, who fully expected to reach Constantinople this year. They have, indeed, crossed the Danube and occupied a certain extent of Turkish territory. But, from the position of arrogant and triumphant invaders, roaming over the country at will, they have been reduced to stand on the defensive within entrenched lines, and the Turks have even taken the aggressive in their turn, not only in Bulgaria, but by sending troops over the river from Silistria and threatening to cut the Roumanian line of railway. Moreover, the losses of the Russians in men alone must amount up to 40,000 men, their military prestige is completely shattered, and they must be at their wits' end for money wherewith to carry on a second campaign. It appears to us highly improbable, therefore, that the Russians will consent to go into winter quarters now, or that they will not, in spite of the weather, endeavour at least to take Plevna this year. The fighting in Servia last year was continued till November, and Russians can endure cold and wet at least as well as Turks. It is probable, too, that the men will suffer less in health if engaged in active service than if encamped in winter quarters, especially if the Turks refuse to grant the curious request that the Russians may be allowed to carry timber across the Danube for building hospitals. But, if they can take Plevna, we have no doubt the Russian generals, having a more modest ambition now than they had four months ago, will be well content to wait till next spring before again trying to invade Roumelia.

THE result of the Marine Court of Inquiry, appointed by the Government to investigate the circumstances attending the wreck of the late ship Feronia, which we publish at length this morning, will be read with particular interest by our nautical friends, and will, probably, not be devoid of that qualification to many of our other readers as affording an instance of the loss of a ship under peculiar circumstances. For the benefit of those who may not have heard it, we will briefly sketch the history of the case. The Feronia, a ship built in the year 1830 in North America, whilst on her voyage in 1875 to Aden with coal, put into St. Helena and was repaired. The captain was superseded by another one who was sent out by the owner; but, after the latter had taken command, the vessel was still delayed at St. Helena on account of disputes between the owner and the insurance companies in England. Finally, however, in May 1876, the owner himself arrived at St. Helena, came on in his vessel to Bombay as a passenger, and did not leave for England until after the Feronia sailed for Rangoon, for which port she had been chartered to make two voyages and back to Bombay. The ship left on her first voyage at about the same season last year as she did this, and accomplished that voyage safely, as also the second one, and was then chartered to load in Burma and afterwards to proceed to England, in pursuance of which contract she put to sea on the 18th of July last, bound to Elephant Point for orders as to where she was to load. It was customary for ships proceeding to sea from Bombay to discharge their pilots to the vessel stationed for the purpose of receiving them at the entrance to the port, but this does not appear to have been done in this instance, for the pilot was taken out to sea in the ship, the captain having threatened to carry him off to Galle or Rangoon. The vessel, however, after having had the pilot on board about 24 hours longer than he had any business to be there, was steered for the outer lightship and discharged him at 20 minutes to 6 o'clock on the morning of the 20th July, at about 4 miles to sea ward of the outer lightship. Now, it so happens that at a later hour on this same day two other vessels—the Burma and the Ubique—also left Bombay bound, like the Feronia, to Burma, and these two vessels safely reached their destinations on the 5th and 8th of August respectively. It is probably unnecessary to mention here that the route to Burma lies down the west part of India round Ceylon and north-easterly across the Bay of Bengal. For the first part the course lies nearly south, and yet within three days after discharging her pilot the Feronia went ashore on the coast of the Portuguese settlement of Diu, which lies in an exactly opposite or a north westerly direction from Bombay. The fact is so extraordinary as at first sight almost to give rise to a suspicion of criminal intent on the part of those concerned in the navigation of the vessel, but the Marine Court has, after a lengthy and exhaustive examination of witnesses from amongst the officers and crew of the ill-fated ship, decided that her loss was due to gross carelessness and neglect on the part of the captain. And this decision we see no reason to question; for if, as it appears, there were no proper charts on board of that part of the coast where the Feronia stranded, it is more than probable that the captain was not aware, though he certainly ought to have been, of the particular coast on which his ship had struck, or of the direction in which it stranded; nor, in fact, it is clear that he even knew that there was a coast there at all. There appears to have been the most implicit confidence placed in the able seaman who was doing duty in the place of the second mate who had been on the sick list from before the day on which the Feronia left Bombay, for it came out in evidence that the captain had only been lying down on a sofa whilst the first mate was on watch, but when the able seaman received charge of the deck he turned into his berth cabin. How misplaced such apparently perfect confidence was, the result shows. It was in keeping with the carelessness which allowed the steamer which passed on the forenoon of the 22nd to escape notice, the top-gallant sails to remain unset, and the means of ascertaining the ship's position on the 22nd to be neglected. There is little doubt in our mind that Peter White had seen the dark appearance to leeward long before he had discussed it with the man at the wheel, and that there prevailed a disinclination or hesitation on his part to arouse his shipmates from their slumbers in order to manœuvre the vessel until the usual time of calling the other watch, viz., 4 o'clock, arrived, and that, in the hope of delaying until then when it was also the captain's intention to put about, he caused the wreck of the vessel which is graphically depicted by the Court in its finding. No allusion appears to have been made as to whether the look-out man was awake, but he was one of those who, together with the captain's brother and another, lost their lives in the surf, and towards whom the Court doubtless applied the text, *De mortuis nil nisi bonum*. The punishment awarded appears by no means excessive. The full extent of the finding, however, is not apparent to every one on mere perusal, but it will be evident that, as the insurance societies protect their own interests by providing that only properly certificated persons shall be employed in the more responsible positions on board vessels, the fact of the vessel having been lost whilst one who was not so qualified was in charge of the deck will, we believe, vitiate the insurance and [illegible] claim on that account which might have [illegible] existed.

THE M[illegible] Corporation of Bombay has now [illegible] the task of supplying [illegible] complete system of drainage [illegible] 40 lakhs [illegible] gratifying unanimity at [illegible] of the Corporation leave to the Government, which will be expected to lend the capital required on the security of the Municipal rates and which has always claimed the right of criticising and accepting or rejecting schemes which the Municipality can only construct with borrowed money, the duty of determining, with the help of a Commission of experts, what plan of disposing of the sewage of Bombay should be carried out; but the Corporation on its own part pledges itself by these resolutions to provide the means for executing the plan thus agreed upon. According to estimates which have been submitted to the Corporation and will now be referred to the Commission or to some single engineer of eminence, the cost of the works, whether the outfall be placed at Worlee or Colaba Point, should not exceed half a million sterling. But these schemes provide for street drainage only, and not for the house connections which are an indispensable part of a thorough system of sewerage, and which were unwisely dropped by Mr. Pedder out of Colonel Tulloch's original plan, in the vain hope of propitiating prejudiced opponents of the water carriage mode of removing sewage. The chief proportion, however, of the expense of fitting in the house connections will necessarily fall on the owners of houses. It now only remains for the Government of Bombay, which has shown itself so anxious to get this drainage work taken in hand, to respond promptly to the public-spirited action of the Corporation, and nominate the Commission or the engineer who is to remove from Bombay the reproach of failing to comply with the sanitary requirements of the age.

R. B.

IN MEMORIAM.

Gone from our gaze, only four weary days,
Is the brave gentle-hearted man we weep;
Untroubled, calm, and cold, he lies beneath the mould,
No loving voice can wake him—let him sleep!

Artist and Soldier, staunch as his good sword,
First at all work he put his hand to do,
First to do battle against lies or fraud,
That noble spirit could not be but true.

Not his to fall his face towards the foeman
'Mid the red havoc of a last home charge;
Not his to win the wish of the brave Roman,
"May my last pillow be my battered targe."

Calmly, amid all gentle ministration
That loving hearts and tender hands could pay,
Watched while his heart throbbed out each weak vibration,
The gallant soldier sighed his soul away.

PRICES OF GRAIN IN THE BOMBAY MARKET.

LIST of retail and wholesale prices of various kinds of grain prevailing in Bombay on Saturday:—

Names.	No. of Pailies ₩ Re.	₩ one Candy in Rs.	Names.	No. of Pailies ₩ Re.	₩ one Candy in Rs.
WHEAT—			RICE—		
Khundwa	2¾	43 to 47	Jeerasal	2	58
Pisi	3¼	36	Bengal	2¼	54
Bunsi	2¼	56	Inferior quality	..	53
			Patni	3	42 to 44
GRAM—			OODID—		
Jumbusuri	3	33	Nagpore	3¼	39
Ghati	3¼	33	Gogari	3½	36
Surati		31	Cawnpore	3¼	36
Kurrachee	3¾	29	MUG—		
			Cutchee	2¼	50
BAJREE—			Kurrachee	2¾	43
Mulkapuri	2¾	45	DALS—		
Kurrachee	3	39	Surti Toor dal.	2¼	59
JOWAREE—			Dry ditto. ...	3¼	37
Barsi	3¼	31	Gram dal........	2¾	45
Surati	3½	36			

4 seers make 1 pailie, 17 pailies make 1 phura, and 8 phuras make 1 candy.

THE NARROW GAUGE vs. CHEAP RAILWAYS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The accompanying extract from Mr. Danvers' report upon the Indian Railways for 1876 is of no small importance just now:—

"The Pali extension of the Dakore branch of the B. B. & C. I. Railway is an illustration of the moderate cost at which railway works may, in favourable situations, be executed. The line is 1,383 miles in length, it is of the 5ft. 6in. gauge, and is laid with 60 lb. rails on iron bowl sleepers. The stations are plainly built but of sufficient size for their purpose. *The total cost has been Rs. 6,14,950 being about £4,000 a mile.*" (The italics are mine.)

So we have a perfectly efficient substantial railway, equal to any amount of traffic, upon the standard gauge, made and working for £4,000 a mile!! Can anything show more clearly the terrible mistake that was made when the Government of India, most unfortunately for their own credit and most injuriously for the interests of the people, raised the unhappy Shibboleth of "cheap narrow lines or none for India?" Is it not abundantly clear, that had they gone in at that time, as many very well-qualified advisers urged, for a proper system of cheap railways, we should not be in the position in which we now are, urging and imploring that one of the most important lines of communication in the Empire may be spared the infliction of an insufficient gauge, coupled with interruption of through traffic between Bombay and Delhi?

Truly not a very seemly struggle—the intelligence and ability of the Bombay public united in endeavouring to induce Government not to commit a serious blunder.

No doubt the supporters of this strangulation system are actuated by the best and purest motives, and believe as earnestly in the expediency of what they propose as probably nine-tenths of those who are capable of thinking believe in its utter foolishness. It is from the very honesty of their conviction that they persevere.

Why, they *must* have been almost fanatical believers in the system, when, years ago, in the teeth of the expressed opinion of the most eminent and experienced engineering talent in Europe, they persisted in forcing it right into the heart of the grand trunk railway system of this country. Even now, too, when the opinions of all those who, in the early days of the gauge struggle in India, were designated as "old fashioned," "men behind the age;" "old bands bound to support the antiquated heavy system by which they had made a living," are more than abundantly supported and borne out by actual results.

When we have the acknowledgment of as able and keen a supporter of the narrow gauge system as ever entered the lists—Sir Richard Temple himself—that the current of events has so set that the life of the system has well nigh departed; and when almost every non-official gentleman of note in Bombay is fully convinced that if the narrow gauge be persisted in and forced upon the Ajmere extension it will, as surely as the sun shines, have to be removed sooner or later at great cost and waste of money, we find the narrow gangers still such ardent believers in the system, that—unless I am much misinformed—telegrams have been sent home regarding arrangements for the materials required to complete from Ajmere to Pahlunpore on the metre gauge! and we know that portion of the line is now under construction to that gauge.

It is noteworthy how, through every phase of this contention, there has been a dearth of practically experienced men among the narrow gauge official advocates. In the battle of the gauges at home, years since, this was not so. Both sides had, among their champions, men of unquestioned experience and eminence in their profession.

It is hard, too, not to think that many of the warmest supporters of the narrow system were led away by conclusions arrived at in the want of sufficient practical information. There is little doubt that the extraordinary financial success of the celebrated Festiniog narrow line had very much to say to supporting the question of narrow lines for India. In the early stage of "the battle of the gauges" in India, almost every supporter of the narrow system went down at once with "Festiniog fever." It was hurled in the teeth of any opponent, and there is no doubt that a 20 or 25 per cent. dividend was, as Traddles would say, "a pull" in their favour. It was somewhat later on when Mr. Guilford Molesworth was one of the first—if not the very first—in India to throw light upon the real facts of the working of that line. In an extremely clear and able paper that gentleman showed, beyond question, how very much of the vaunted success of that line was due to its accidents of position and advantages of monopoly, and how little was really due to the gauge. Now, surely the advisers of the Government of India ought to have known exactly the real state of things regarding this line, but certainly if they did, they imputed to it infinitely more influence as a precedent than most practical professional men acquainted with all the facts would ever do.

There cannot but be even still considerable dearth of practical skilled experience in the counsels of those who are still urging the adoption of the metre gauge on the important railway highway to Delhi.

For though there are few engineers acquainted with the subject who will at all question that there are many positions in which not only would the metre gauge be the correct one to adopt, but where to put a broader gauge would be a blunder, it is hard to see how any man, experienced in railway working and able to give unprejudiced thought to the question, can fail to see that to introduce strangling points upon a main line of communication at a time when the development of a most important branch of traffic is being encouraged, must be disastrous. M. I. C. E.

THE AGHOREES, THE MAN-EATERS OF KATTYWAR.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Having read in your journal a few days ago letters from two or three of your correspondents lightly touching the subject of this letter, I was under the impression that they would continue the theme and give some more particulars relating to this cannibal tribe. But hearing no more from them, I, for the information of your numerous readers and the said correspondents, herewith enclose a short account which I have just met with. It is from that valuable production (in six vols.), viz. the Races and Tribes of Hindustan, the joint labour of those celebrated authors, Watson and Kaye, where is given a photograph of a ghastly looking mendicant of the Aghoree tribe. The photograph in question is of a Benares Aghoree beggar, who has his head and beard shaved, his whole body naked from top to toe, except a little piece of rag round his loins with a skull of a man's head in his right hand and a bottle (perhaps of blood) in his left. The authors above-named state as follows:—

"Aghorpunts or Aghorees are a class of people who frequent the ghats at Benares, though they are occasionally to be found in other parts of India and have been met with even in Assam. They are Ogres (indeed, the similitude of the word to Agoree is noticeable), and affect a practical philosophy, which disbelieves in the existence of any difference between things, and asserts that all distinctions depend on the imagination. A cuff or a kick is as immaterial to them as a blessing. They go about *in puris naturalibus*, with a fresh human skull in their hands (off which they had previously eaten the putrid flesh, and afterwards scraped out the brain and eyes with their fingers), into which is poured whatsoever is given them to drink. They pretend to be indifferent whether it be ardent spirits or milk or foul water. For food they take the first thing which offers, whether it be a putrid corpse, cooked food, or ordure. With matted hair, blood-red eyes, and body covered with filth and vermin, the Aghoree is an object of terror and disgust. He looks like a wolf, ready to destroy and then devour his prey, rather than a human being.

"Hindoos, however, look on these wretches with veneration, and none dare to drive them from their doors. They are among the worst of the many turbulent and troublesome inhabitants of Benares, and there is scarcely a crime or enormity which has not, on apparently good grounds, been laid to their charge.

"One of the ancient Hindoo dramatists, Bhana Bhutt, who flourished in the eighth century, in his drama of *Malati and Mahdava* has made powerful use of the 'Aghorees' in a scene in the temple of Chamunda, where the heroine of the play is decoyed in order to be sacrificed to the dread goddess Chamunda or Kali.

"The belief in the horrible practices of the Aghoree priesthood is thus proved to have existed at a very remote period, and doubtless refers to those more ancient and revolting rites which belonged to the aboriginal superstitions of India antecedent to the Aryan Hindoo invasion and conquest of the country. It might be supposed, that any such indecent, flagrant, and disgusting customs, as are now practised by the Aghorees, might be summarily suppressed under the provisions of the new Penal Code of India."

DESAL.

THE MISSIONARY DISCUSSION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—One of your contemporaries has published a long letter from Professor Duncan, of Madras, in regard to Missionary education. (It is worthy of notice that this was done subsequent to a review of it in a leading article.) He has not given Mr. Miller's speech which called forth Mr. Duncan's letter, nor Mr. Miller's reply. He is either aware, or he is not aware, that Mr. Miller has replied. If he is aware, he is sadly one-sided. It is not usual to publish one part of a correspondence apart from the rest, unless for some special reason—some partiality. Your contemporary is in duty bound to give Mr. Miller's reply to Professor Duncan's letter.

ALPHA.

TREE MOISTURE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—If your correspondent "A. B. F." does seriously dispute the fact that trees give off moisture, he can easily convince himself that trees and plants do possess this property. Let him cover with the glass globe of a hanging oil lamp, or with a bell glass, a plant, a broad leafed one for choice—say a *gesnera*—and on removing the glass next morning he will find the leaves not only wet and dripping with moisture but with globules of water resting upon them.

Trees withdraw from the soil a certain amount of moisture, a portion of which is assimilated in the woody tissues of the trees while the rest is thrown off into the air by the transpiration of the leaves.

Sir Richard Bonnycastle in his observations on Newfoundland, written in 1842, remarks: "Trees demand a large supply of moisture for their organic developments, and this is again given off by perspiration from their leaves, which answer the same purpose as the human skin. Experiments have been carefully made to prove that a small tree, weighing not more than 70 lbs., absorbed 15 lbs. of water in 6 hours, and that branches, only an inch in diameter and 5 feet long, took up from 15 to 25 ozs. in 12 hours, when in full leaf; but deprived of their leaves, the absorption was not more than 1 oz. in 12 hours."

Forests are always humid from their properties of imbibition, perspiration, and condensation.

If "A. B. F." is an early riser and given to outdoor exercise on work or pleasure bent, he cannot have failed to notice that whereas the roads, in such portions of them as are clear of trees, are perfectly dry, the space under the trees is wet and damp. And if "A. B. F." has gone into a forest at break of day he must have felt how wetting the drippings of the trees are.

Poona, Sept. 27. FORESTER.

THE VICTORIA GARDENS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The proposal to erect a building in the Victoria Gardens, where beer, spirits, and other refreshments will be retailed, appears to have been favourably entertained by the Town Council. It has, so far, excited but little enquiry on the part of the public, and yet the scheme, if entered upon, will have a most important influence on the future of the gardens. It will, I have no doubt, make them more attractive to many, and if this were the only effect following, it would deserve the hearty support of all. But the influence of the spirit shop with its accessories will not end simply in making the gardens more attractive—that is not the object aimed at by the promoters. To make the gardens popular is only the means to an end. The people are enticed out by the entertainments in order that the drinks offered may be sold. The scheme, in truth, is one, not for the benefit of the public, but of the publican. And why not? The promoters believe their trade a lawful one, and if so there can be no sin in pushing it. But many doubt the lawfulness of the trade, and many more affirm that it is highly inexpedient to allow of its further extension. Believing as I do that the tendency of an increased consumption of intoxicating liquors is *not* in the direction of what is good and true, that it tends to quicken the lower parts of our nature and deaden the higher, I cannot but look upon the proposed "public" with apprehension. I object to it on various grounds. (1) I object to our civic authorities countenancing the traffic by becoming virtually the landlords of a public house. They will reap a benefit in the shape of rent, but I much fear that the sum agreed upon will vanish away when account is taken of the cost of increased police surveillance and the damage to the grounds likely to arise from the crowds on gala nights. But even supposing a profit resulted, I object to our Municipality identifying itself with, and to a certain extent shielding, a trade which has so largely helped to increase our pauper and criminal population. (2) But I oppose the scheme on other and higher grounds. Much money and labour will, no doubt, be spent to make the surroundings of the "palace" attractive, so that those who frequent it may have the ear and eye as well as the taste gratified. But if the experience of similar places of public resort in England and elsewhere has any voice for us it is that of warning. The more glittering the show the stronger the hold on the young and thoughtless. Their visits will be the most frequent, and all unconscious to themselves they will gradually become more engrossed with the excitements furnished, until all desire after what truly ennobles and enriches the mind is lost, and then self-respect soon follows. Strong language might well be used when one dwells on the havoc caused by the drinking customs, and the gilded gin palace and ornamental drinking garden are responsible for much of the loss. (3). I think those who frequent the gardens at present have a right to offer a word of remonstrance. Their pleasure will be very much marred by the noisy revellers and others who, in course of time, may be expected to patronize the new institution, but I forbear enlarging on this point. In every way I can look at it I see the gravest objection to the proposal, and regret deeply that there seems a likelihood of its being carried out. I trust, however, that even yet public attention may be directed to the subject, and that steps may be taken to petition Government to withold its sanction.

CITIZEN.

LANDING OF REAR-ADMIRAL CORBETT.

HIS EXCELLENCY REAR-ADMIRAL CORBETT, C. B., who arrived in Bombay harbour in his flag-ship, the Undaunted, on Friday afternoon last, landed on Saturday morning in order to visit His Excellency the Commander-in-Chief and other high officials. In pursuance of an order issued by the military authorities, the 21st Regiment N.I. furnished a guard of honour at the Apollo Bunder, consisting of 50 rank and file, with band and colours, under the command of Captain Harrison. At a quarter to 11 o'clock, the Admiral, who was accompanied by Flag Lieutenant Holmes and Captain Brent, the Commander of the Undaunted, landed at the bunder steps under a salute of thirteen guns; and was received with due honours by Major Sexton, Assistant Quarter Master General, and Captain Braine, Officiating Brigade Major. From the bunder, Admiral Corbett drove direct to the residence of His Excellency the Commander-in-Chief, and afterwards to the bungalow of General Aitchison the Brigadier General Commanding the Garrison.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

(FROM OUR OWN CORRESPONDENT.)

AFFGHANISTAN AFFAIRS.

LAHORE, SEPT. 30.

The Amir declines to accept the presents brought by the Turkish Envoy unless he declares that no conditions are attached, such as breaking with the Russians and allying himself with the British. He says that he cannot assist Turkey, being too distant and he too weak; and he cannot ally himself with the British while they occupy territories owing him fealty. The Amir's conduct is unanimously approved by the court and the people. The Amir, in his correspondence with Belooch chiefs, imputes to them dishonour for allowing the British to hold their country, and urges their expulsion, promising the services of several powerful tribes to join for this purpose. Spies are moving about Beloochistan to incite the people to war.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

THE WAR IN ASIATIC TURKEY.

LONDON, SEPT. 29.

Latest advices from the seat of war in Asiatic Turkey state, that on the 22nd instant a severely contested engagement which lasted for nine hours took place between the force under Ismail Pasha and that under General Tergukassow. The result was indecisive, both sides maintaining their positions. The Russian loss was 300 men whilst that of the Turks was only 45.

THE TRIPLE ALLIANCE.

Replying to a question in the Hungarian Chamber of Deputies the President of the Council of Ministers said, that the triple alliance, *i.e.*, between the Czar and the Emperors of Germany and Austria, involved no obligations in connection with the Eastern Question.

THE WAR IN BULGARIA.

Chefket Pasha, who was marching to the relief of Plevna at the head of 30,000 men drawn from Asiatic Turkey, is constructing entrenchments before Orchanie (? Orkani), midway between Sophia and Plevna.

Russia has asked permission of the Porte to transport timber across the Danube for the purpose of building hospitals. The Porte, before granting its sanction, is desirous of knowing whether the timber will be used for the purpose stated, and not for sheltering the Russian soldiers.

THE CAMPAIGN IN EUROPEAN TURKEY.

LONDON, SEPT. 29.

Advices from the seat of war in Turkey state, that there are signs of an early and severe winter, and that two inches of snow have already fallen in the Schipka Pass. It is believed that the campaign in Bulgaria is virtually ended.

During the winter it is the intention of the Russians to remain strongly entrenched in their actual position, and possibly they may abandon Tirnova altogether.

THE MAILS.

LONDON, SEPT. 28.

The heavy mails of the 31st. ulto., via Southampton were delivered in London to-day per P. and O. steamer Mirzapore.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, SEPT. 28, NOON.

Total Week's Sales of Cotton	78,000	bales.
Amount forwarded	11,000	do.
Do. Week's sales of Surats........	15,000	do.
Do. Week's Imports of Cotton ..	24,000	do.
Do. do. do. Surats ..	16,000	do.
Do. Stock of Cotton	598,000	do.
Do. do. Surats	93,000	do.
Do. do. of Cotton in London..	29,000	do.

LONDON, SEPT. 28, AFT.

The Liverpool Cotton Market closed firm. Surats firm.

The London Cotton Market has been quiet.

Fair Dhollera	5¼
The Manchester Market has been firm.	
7 lbs. Shirtings	6s.
8¼ lbs. do.	7s.
40s Mule Twist..............................	0-10½d.
3 per cent. Consols for account........	95⅞
5 per cent. French Rente, 1872	105¼
Bar Silver..............................	55
4 per cent. Rupee Paper	81½
4½ per cent. do.	82½
5½ per cent. do.	89½
Exchange on India, 60 days' sight..	1-9
Total Coin in the Bank of France ..	£88,500,000
" Notes in Circulation..........	£94,800,000

STEAMER REPORT.

GALLE, SEPT. 29.

French Mail Steamer Tigre, from China, arrived.

GALLE, 30TH SEPT., 12-25 P. M.

French Mail steamer Meinam, from Calcutta arrived.

WEATHER REPORTS.—SEPT. 30.

(Madras Time.)

CANNANORE, 5-40 P.M.—Weather cloudy, wind S. W., ther. max. 84, min. 74, W. B. 78, bar. 29 87. Fall of rain 2 inches 50 cents.

CARWAR, 5 P.M.—Weather storm during night, wind S. W. 2, ther. 83, bar. 80 6. Fall of rain, 2 inches 2 cents.

MANGALORE, 5-30 P. M.—Weather fair, wind N. E. S., S. W. Fall of rain 1 inch 13 cents.

VENGORLA, 5-10 P.M.—Weather overcast, wind S. E. light, ther. 85.

FALL OF RAIN IN BOMBAY.

	COLABA. In. cts.	FORT. In. cts.	BYCULLA. In. cts.
Sunday, Sept. 30, up to 6 a.m.	0 24	0 28	0 85
Previously registered........	61 85	50 90	61 35
Total up to date......	62 9	51 18	62 20
Total for the year 1876..	50 3	53 78	58 93

WEATHER AND CROP REPORTS.

THE following remarks on the weather and crops, for the week ending Sept. 27, appeared in the *Gazette of India* of Saturday :—

For Madras, there has been a good and general fall of rain everywhere, proving most beneficial; agricultural operations are actively progressing; the rain crops are being harvested, the outturn in the southern districts is fair, but small in the northern. For Mysore, rain has generally fallen, prospects are decidedly improved. For Bombay, the fall of rain throughout the Deccan has been good, and also in the Southern Mahratta Country, where the crops are thriving; more rain is wanted in Khandeish, and is urgently needed in Guzerat. In Sind, the river is low, and prospects are bad. For the Central Provinces, no rain, except trifling showers, has fallen in Chindwara and Seoni; the long break in the rains is causing anxiety for the kharif crop, and especially for the rice crop in Saugor and in Damoh. For Berar, no rain has fallen; the crops are generally good, but rain is required. For Central India, there has been no rain except at Neemuch; it is greatly needed everywhere for the rabi crop. The immigration into Malwa still continues. For Rajpootana, only trifling showers are reported from Harouti, Ajmir, and Ulwar; prospects are not improved. For Bengal Proper, prospects are favourable; there has been heavy rain in the northern districts; a little in the Bhagalpur division; in the Patna division prospects are unfavourable, except in parts of Tirhoot; rain is also wanted in Pooree. For Assam, prospects are good; copious rain has fallen in Sylhet, and a little in the valley districts. For Burmah, the fall of rain has been moderate; the crops are promising. For North-West, the drought and west wind continue. For Punjab, scarcely any rain has fallen and prospects are bad, except in Multan.

WHEN we hear from Madras of Civilians trooping over the country with their wives and families, requiring to be accompanied by suitable camp equipage and surroundings, when the people for whose lives they are responsible are dying by thousands, we feel inclined to recall the old days when on an exigency men lived almost in their saddles. Much as ladies have done for India, by advancing civilization, cleanliness, and comfort, they have, we fear, not increased the power of their husbands to control large extents of territory, and, as we cannot do without ladies now we know their power for good in India, it remains to lessen the size of the districts governed and the salaries drawn by their husbands.

HIS EXCELLENCY the Viceroy and party returned to Simla on Thursday evening, with the exception of Colonel Colley, who has proceeded upwards to Peshawur.

WE hear it is probable that Sir Richard Temple will take a run down to Dharwar this month, and perhaps visit Canara also. His Excellency intends to be in Bombay at the time of the Dewallee (the first week of November), and will afterwards go to Kattywar and Sind, making Jacobabad the terminus of his journey.

SIR WILLIAM MEREWETHER leaves Bombay by to-day's mail steamer, and the principal officers of Government in Bombay have been instructed to attend him to the Apollo Bunder and see that his departure is marked by more ceremony than was shown in his reception here some days ago.

THE so-called Elephanta storms, which indicate the close of the South-West Monsoon, have been unusually severe and continuous this season. So quietly of late years have the rainy seasons in Bombay passed away, that the experiences of a true Elephanta, such as we have had during the last few days, came upon most people with surprise. On Saturday evening a storm came up from the North East, accompanied with heavy rain, which was hardly less severe than that experienced on Wednesday. Again yesterday afternoon, the sky became overcast in a manner which threatened the most violent outburst of the elements; and though at sunset there was a considerable fall of rain for about a couple of hours, with much thunder and lightning, yet the full force of the storm expended itself seemingly to seaward.

WE hear from Gogo, that the rains have held off there, and that the crops are withering in consequence. *Bajree* is selling at only 12 seers per rupee.

NEWS from Samarkand states, that great excitement has been caused throughout the Russian dominions in Central Asia, by the imposition of a war tax of from 6 to 30 tongas (or Rs. 2 to Rs. 10) on all houses and shops belonging to cultivators of land, artizans, and traders. The people are said to be irritated both on account of the tax being an addition to their former taxation, and also because they believe that its proceeds will be used against their co-religionists in Turkey. The Russian officers, however, have represented to the people that the Amir of Cabul is attached to the Russian Government, and publicly state that the Amir is in correspondence both with General Kaufmann and General Ibramoff.

THE Amir had a garden specially planted for the pleasure of the Turkish Envoy; and ordered to be pitched for him therein the tent which Maharaja Sher Singh presented to the father of the present Amir at Lahore.

A REPORT has been received of the continuance of the disturbances in Kurram, caused by the mission of Arsla Khan, the Ghilzai Sardar sent thither by the Amir to collect the poll-tax from the Turi and Taji tribes. The reported murder of the Sardar is not confirmed; but the latest news of him received at Cabul stated, that he had taken measures to protect himself, and had represented to the Amir the impossibility of levying the tax. Many people of the Turi tribe are said to be emigrating into British territory at Kohat and Barnu.

THE Mir Akhor has returned to Cabul from his mission to the Akhund of Swat. He reports that the Akhund is now very weak, and refuses all food, subsisting only on tea.

NEWS has been received of a battle between the troops of Beg Kuli Beg, son of the late Yakub Khan of Kashgar, with his friend the Dadkhwah, and those of Hakim Khan Tora. The latter gained the day, the Dadkhwah's eldest son was killed, and the Dadkhwah himself taken prisoner.

IT is reported at Haidarabad that Sir Salar Jung has determined upon establishing a School of Art in the province, and, with that view, arrangements have been made to secure the services of an Italian artist now there.

A VERY serious affray, says the *Madras Athenæum*, has taken place at a village five miles from Yerragoontla, a station on the Madras Railway. Mr. Griffiths, the Famine Superintendent, in charge of the Railway Relief Works, is most unpleasantly associated with it. This gentleman's servant appears to have gone to the village to purchase a fowl for his master's dinner. The owner of the fowl refused to sell it, whereupon the servant, we hear, took the bird away by force. This created a disturbance, and in the evening, when Mr. Griffiths and his maistries &c., went to the village, there was a row, or rather a free fight, in which one of the villagers was killed. The head Assistant Magistrate is investigating the case, and we hope shortly to be placed in possession of the particulars.

THE Indian "Tichborne" case at Meerut is still dragging its slow length along. Both the mother and wife of Raghubir Sing deny that the claimant to the Landhowra *guddi* is the Rajah Raghubir Sing who is reported to have died some time ago. But Maharaj Koer, the aunt of the Rajah's wife, swears most positively that the claimant is the identical man.

ON the night of the 20th Sept. a theatrical performance was given by the amateurs of the 14th Hussars at Bangalore when his Excellency Lord Lytton was present. His Lordship was so much amused by a comic song sung by Corporal Sampson that he presented him after the night of the performance with a gold seal bearing His Excellency's monogram and coat of arms.

IN the Lunatic Asylum at Delhi there is a little girl, eight years old, who was found in the jungle, and believed by the finder to be a wolf child. She was brought to the Asylum, and there hid herself in corners, being afraid of every one. Of human speech she knows nothing; she is only able to utter a strange kind of whine. They took great pains with the poor child, trying to draw out any latent intelligence that might be in her; but hers was "tangled wolfish wit, that might never understand," and repeated attacks of epilepsy have made her state even lower than it used to be.

THE Neilgherry paper relates the following instance of sagacity in a dog:—Tales of the sagacity of dogs are very numerous, but that is no reason why the following should not be interesting. The Sergeant-Major of the Convalescent Depot at Wellington for many years had a very fine retriever dog, called "Fag." Six months ago the Sergeant-Major and his family left for England, and finding it would be inconvenient to take the dog, he parted with him to a resident of Coonoor. The dog's new owner could not keep him from the barracks; but a short time since, both the dog and his owner went to Bangalore, going by the usual route, the railway. Bangalore is distant from Wellington, by ghaut and rail, over 300 miles; and by the old Mysore road, which goes in quite a different direction, about 170 miles. A week or so ago, "Fag" turned up at the Wellington Barracks, sick and emaciated to the last degree. He had evidently walked the whole way by himself, from Bangalore to Wellington. He was suffering from inflammation of the lungs; and through kindness, the soldiers at Wellington over-fed him, and killed him. "Fag" died in the place he loved so well. How he found his way from Bangalore is a mystery; he had never been in that station before, and one can hardly imagine that he followed the track of 300 miles of rail, accurately judging the correct road at the junctions at Jollarpett and Pothanore.

A MOVEMENT is on foot amongst the Mussulman population of Stamboul to organise a public subscription for the purpose of presenting to the popular and successful generals, Osman Pasha, Mehemet Ali Pasha, and Suleiman Pasha, handsome reliquaries, set in diamonds, containing appropriate verses from the Koran.

A RAGUSA letter of Aug. 23 announces the arrival there of Mr. Harry Slade, nephew of Admiral Sir Adolphus Slade, K.C.B. (Mushaver Pasha), and his departure for Albania, with aid for the wounded Turkish soldiers on the Montenegrin border. The Turkish military authorities have expressed to Mr. Slade the thanks of the army for England's help.

HOBART PASHA has submitted to the Porte the following account of his last exploit at Sebastopol:—"On the 24th of August I saw about 15 miles distant from Cape Galara a Russian steamer, which afterwards proved to be the yacht of the Emperor of Russia, employed in the ignoble occupation of burning an unfortunate merchant brig. I immediately gave chase, taking the Fethi Bolend' with me. At first I closed on the enemy very fast, getting within five miles of her. Then began a most interesting chase. Our speed was 13 knots; the enemy's exactly the same. We had left two engineers behind to buy oil at Varna. The firemen and engineers were much exhausted, and the tubes getting dirty, speed was reduced to 12 knots. Still we nearly maintained our position with the enemy, who was making every effort to gain the port of Sebastopol, which was now in sight. At last he succeeded in doing so, while about six miles ahead. We followed him in to a distance of about 3,000 yards from the harbour of Sebastopol. On our beginning to fire at Fort Constantine a tremendous fire was opened on us from some new masked batteries on the right and left of the harbour. Shot and shell fell around us like hail. Luckily, as we were always in motion, the range was not very accurate, but water from the splash of the huge shot fired by the 35-ton guns reached on to our decks. We kept up a heavy fire for a considerable time, but as I felt that to remain under the fire of more than 100 guns would have been certain destruction to one or both of my ships, I steamed out of range. A steam torpedo vessel was lying under the protection of the batteries, ready to attack in case we were damaged, but a well-directed shell made her retire into the harbour. The new earthworks at Sebastopol are most formidable, and I am of opinion that, leaving torpedoes out of the question, the finest fleet in the world would meet certain destruction if it attacked them. The guns are all masked and quite invisible. I fancy that many of the fortifications have been made since the commencement of the war, I remarked that the enemy took our range by means of mirrors, which I saw frequently flash in the rays of the sun."

THE following is an extract of a letter published in the *Malta Times*, dated Port Said, August 25:—The French transport Corrège arrived at Suez, with 850 souls, in crew and military people. It seems that between Galle and Suez she had 52 deaths from cholera, and has 150 sick of that dreadful disease. The authorities of Aden did not permit her to enter the harbour, and she is now kept in quarantine at Suez; but we hope she will be sent to complete her quarantine in the Red Sea. Although the Egyptian Sanitary Board has taken every precaution to prevent the spread of the epidemic, I fear that she will infect the Canal and Egypt. I consider it is a great shame that the authorities here did not send her away and not let her touch the Canal at all.

ONE of Reuter's telegrams we published the other day ran as follows:—"New York, Sept. 24:—A fire has taken place at the American Patent Office, in which 50,000 to 75,000 models of different Patents were destroyed." Upon this the *Bombay Catholic Examiner* remarks, "A few hours after this despatch had appeared here, a friend of ours read in the *Home News*, that one of the 'wrongs' the Socialists in America wish to do away with, is Patents. What connection is there, we reply, between Freemasonry and certain 'doings' which cannot be accounted for? To all who encourage Secret Societies (name them as you like, Masons, Foresters, Good Templars, Know Nothings, &c. &c.), we say: Do not be surprised when strange doings occur; you have sown wind and you reap a whirlwind."

BOMBAY.

CRICKET.—A cricket match will be played to-day on the Gymkhana ground between the "Mofussil Eleven," under Captain Stopford, and the Parsee Cricket Club. Play begins at 10-30, and accommodation will be provided in the Parsee tent for Parsee and other ladies.

EVADING THE POLICE COMMISSIONER'S LICENSE.—On Saturday, at the Fort Police Court, a Mahomedan, named Kadur Bachoo, was fined Rs. 50 by Mr. W. Webb, for keeping a house for the sale or consumption of an intoxicating drug without a licence from the Commissioner of Police.

A CHARITABLE ACT.—Messrs. Morarjee Gocooldass and Dinshaw Manockjee Petit jointly bore the expense of forwarding 550 immigrants to their respective districts by rail on Saturday last. They were also supplied with cooked food, such as wheat and rice cakes, parched gram, rice, &c., and a rupee in cash was given to each man and 8 annas to each woman, boy, and girl, for their temporary wants.

REGISTER OF IMMIGRANTS FROM THE FAMINE DISTRICTS.—The number of immigrants registered at the office of the Commissioner of Police for the week ending Friday, the 28th instant, was 2,470, previously registered 32,063; total up to the 28th September 34,533. The number of those who have left Bombay to return to their several districts, which include men, women, and children is 3,012; previously registered 8,192; total up to the 28th September 11,204.

WE have been requested to publish the following:—"Mrs. Leopoldine de Ga, widow and sole heiress of the late Mr. Anthony George deGa, who fell a victim in the deGa poisoning case, proceeds to Europe to-day by the Italian Mail Steamer Assyria. This lady goes on a pilgrimage to Rome, and will, it is stated, have an interview with the mother of His Holiness Pope Pius the Ninth before returning to Bombay."

WE are requested to notify, that the string band of H. M.'s Marine Battalion, instead of the military band, will play, on this occasion, at the Apollo Bunder this evening at a quarter to 6, weather permitting. The following is the programme:—

Galop..............	Dash Away..............	Barthmann.
Quadrille..........	Alhambra..............	Riviere.
Waltz..............	London Society..........	Coote.
Lancers............	The Cure................	Coote.
Waltz..............	Den Liebe Lanen Tage....	Rudel.
Galop..............	Just Lace more..........	Helamuller.

BANDORA BURGLARS.—A correspondent complains that "housebreaking and theft at night have of late taken such deep root at Bandora that our inefficient police do not see their way clear to put an end to such a disgraceful *loochhai* on the part of the thug. I used to live at a far remote corner on the sea beach, without being the least afraid of the burglars setting upon my lonely house, and the Bandora police was not so strongly reinforced years ago asfnow. The sooner Bandora is taken under the jurisdiction of Bombay, the less will be the fears of the residents, who hold in high esteem the Bombay police, under our energetic Commissioner."

A PROPOSITION has been made, by parties who have obtained from the Portuguese Government a long lease of the port and harbour of Marma Goa, to extend a line of railway, which they have agreed to make from that port to the Portuguese frontier, to Bellary through Dharwar, New Hooblee, Gadduck, and Copal. They ask for the grant in perpetuity of all land that may be required for the railway, and for permission to excavate and appropriate, on any waste land at the disposal of Government, all such stone, limestone, or earth as may be required for embankments, bridges, stations, and houses; and they offer the same concessions with respect to the conveyance of mails and troops as have been made with the guaranteed Companies. The whole subject is now under the consideration of the Government of India.

THE "EASY INTERPRETER."—This is the title of an unpretending little book just published in English by Mr. Sorabjee Bomonjee Pestonjee Master. It contains an alphabetically arranged collection of English idioms, expressions, phrases, &c., somewhat similar in aim to, though more limited in scope than Roget's "Thesaurus" and Dr. Brewer's "Dictionary of Phrase and Fable." Mr. Sorabjee claims no originality and admits being indebted for the meanings, and interpretation of idioms, phrases, &c., to the works of Webster, Johnson, Richardson, and others. As a reference-book, containing in a narrow compass some of the results of the labours of lexicographers and others, the manual appears to be of great value to native students of English. Two appendices given at the end, one containing explanations and notes on the classical and mythological allusions, and another a list of "synonyms distinguished," add materially to the useful character of the book.

BAPTISM.—The Rev. Chas. Gilder administered the rite of holy Baptism on the 18th September to an aged Native female, who was born at Nowsarree, near Surat, about the year 1802. The ceremony, which on account of her infirmities was performed in her son's house, was witnessed by many Native Christians and others.

THE BISHOP'S ILLNESS.—The *Bombay Church Chronicle* gives the following particulars of the illness of the Bishop, and is able to speak hopefully of his condition:—"The complaint from which the Bishop is still suffering is remittent fever, which has been so rife and fatal of late. Perhaps coming just upon the work and fatigue of the week's Mission at Poona, the fever has found His Lordship specially unfit to resist its attacks. This would account for the fact, that although the fever has never been extraordinarily high, the Bishop has exhibited such a want of strength in throwing it off, as to occasion from the time he came to Bombay grave anxiety. Tuesday, the 25th September, was the day on which His Lordship was in the greatest danger. About 1 o'clock in the morning the nurse who was watching him was greatly alarmed by the weakness of the pulse, and sent for the doctor. After treatment the pulse quickened a little, but the Bishop lay in a state of prostration which was not sleep, and which, if it continued, was fraught with peril. Thanks, under God, to the vigorous remedies applied by Dr. Hunter, His Lordship was at length roused from this condition, and the fever has since, been gradually yielding to treatment, so that the doctors are now (Thursday, the 27th) most hopeful that all will be well. They, however, portend a long convalescence, and, it is feared, it may be some months before the Bishop is able to be among us in full health and work again. The medical men in attendance on the Bishop are Drs. Hunter, Blane, and Hughes; the nurse is Nurse Emma of the Cottage Hospital, St. John's Mission, Mazagon."

DEATH OF MR. GEORGE BESSE.—It is with deep sorrow we have to communicate to our readers the mournful intelligence of the death, on the 24th instant, from fever, of Mr. George Besse, late Manager of the *Indian Railway Service Press*, and editor of this journal. His career as a journalist extended over a period of nearly 30 years, and when the Amalgamated Society of Railway Servants resolved on establishing the *Railway Service Gazette*, he readily undertook the combined duties of Editor and Manager of their paper. The zeal and devotion he displayed, in striving to advance the interests of the Railway employés in this country, is well known; ever ready to succour and relieve the wants of others, he made sacrifices which have left his widow and seven orphans in very distressed circumstances. By his death the Railway servants have lost a sincere friend and well-wisher, whose steady aim it was to promote their welfare. The loss to the Masonic fraternity is likewise very great indeed, for Mr. Besse was the sole proprietor of the *Masonic Record of Western India*, which journal he conducted for a period of thirteen years with the single-mindedness that characterised all his proceedings. Mr. Besse was for some years also editor of the *Sindian*.—*Indian Railway Service Gazette.*

THE TRAFFIC ON THE G. I. P. RAILWAY.—The increase in goods traffic on the G. I. P. Railway, for the week ending 22nd September 1877, was 2,16,592 maunds, and in money Rs. 2,51,552. The quantities carried and the earnings compared with 1876 are as follows:—

Description.	Week ending 22nd Sept. 1877.	Week ending 23rd Sept. 1876.	Increase.	Decrease.
COTTON—				
Weight	Mds 1,649	Mds 4,971	...	Mds 3,322
Amount	Rs. 869	Rs. 5,029	...	Rs. 4,160
GRAIN AND SEEDS—				
Weight	Mds 3,25,261	Mds 1,97,839	Mds 1,27,422	...
Amount	Rs. 2,61,387	Rs. 82,488	Rs. 1,78,899	...
WHEAT*—				
Weight	Mds 85,911	...	Mds 85,911	...
Amount	Rs. 60,638	...	Rs 60,638	...
SALT—				
Weight	Mds 13,578	Mds 15,573	...	Mds 1,995
Amount	Rs. 6,710	Rs. 8,518	...	Rs. 1,808
OPIUM—				
Weight	Mds 534	Mds 2,181	...	Mds 1,647
Amount	Rs. 1,991	Rs. 7,074	...	Rs. 5,083
P. GOODS AND TWIST—				
Weight	Mds 9,179	Mds. 14,515	...	Mds 5,336
Amount	Rs. 14,929	Rs. 17,582	...	Rs. 2,653
GENERAL GOODS—				
Weight	Mds 1,28,471	Mds 1,12,921	Mds 15,550	...
Amount	Rs. 96,386	Rs. 70,867	Rs. 25,519	...
TOTAL—				
Weight	Mds 5,64,582	Mds 3,47,990	Mds 2,16,592	...
Amount	Rs. 4,42,860	Rs. 1,91,308	Rs. 2,51,552	...

* Wheat was included last year with Grain and Seed.

THE TRAFFIC ON THE B. B. AND C. I. RAILWAY.—The increase in goods traffic on the B. B. & C. I. Railway for the week ending 22nd September 1877 was 33,258 maunds and in money Rs. 6,959. The quantities carried and the earnings compared with 1876 are as follows:—

Description.	Week ending 22nd Sept. 1877.	Week ending 23rd Sept. 1876.	Increase.	Decrease.
COTTON—				
Weight	Mds 1,353	Mds 1,757	..	Mds 404
Amount	Rs. 694	Rs. 239	Rs. 455	...
GRAIN—				
Weight	Mds 40,980	Mds 17,291	Mds 23,689	...
Amount	Rs. 9,205	Rs. 3,727	,, 5,478	...
JAGREE—				
Weight	Mds 963	Mds 492	Mds 471	...
Amount	Rs. 298	Rs. 165	Rs. 132	..
OPIUM—				
Weight	......	Mds 192	...	Mds 192
Amount	......	Rs. 485	...	Rs. 485
P. GOODS AND TWIST—				
Weight	Mds 4,260	Mds 5,351	...	Mds 1,091
Amount	Rs. 4,247	Rs. 4,592	...	,, 345
SALT—				
Weight	Mds 6,205	Mds 3,611	Mds. 2,594	...
Amount	Rs. 1,776	Rs. 1,291	Rs. 485	...
SEEDS—				
Weight	Mds 4,739	Mds 1,641	Mds 3,098	...
Amount	Rs. 1,896	Rs. 892	Rs. 1,004	...
SUGAR—				
Weight	Mds 1,690	Mds 3,212	...	Mds 1,522
Amount	Rs. 948	Rs. 1,635	...	,, 687
GENERAL GOODS—				
Weight	Mds 50,175	Mds 43,565	Mds 6,610	...
Amount	Rs. 12,198	Rs. 11,272	Rs. 926	...
TOTAL—				
Weight	Mds 1,10,365	Mds 77,112	Mds 33,253	...
Amount	Rs. 30,753	Rs. 23,794	Rs. 6,959	...

PASSENGERS BY THE HOMEWARD MAILS.

THE P. and O. Co.'s s. s. TRAVANCORE, Captain W Barrett, will sail to-day for Aden and Suez, with the English Mails and the following passengers:—

For Southampton—Mr Harris, sister, and niece, Mrs White and child, Major H B Boesur, Mr Geo Hervey and Mrs Scott and two children.

For Brindisi—The Hon A C and Mrs Macpherson, Sir W Merewether, C B, K C S I and a gentleman.

For Venice—Captain J Colledge, Mr and Mrs Brearley, Surgeon Major H Fry, Mr Ameer Ali and Mr R B Stokerdike.

MARINE COURT OF INQUIRY.

LOSS OF THE SHIP FERONIA.

THE Marine Court, composed of Mr. W. Webb, Magistrate, Captain Henry Morland, John Gordon, Esq., and Captain George Geach, the gentlemen appointed by Government to enquire into the circumstances connected with the wreck of the ship Feronia, off the Portuguese settlement of Diu, on the 23rd July last, reassembled on Friday at the Fort Police Court and delivered their decision in the above matter.

The following judgment of the Court was read by the Chairman, Mr. W. Webb:—

Pursuant to the Government Resolution, Marine Department, No. 1099, dated the 5th September instant, appointing W. Webb, Esq., Acting Chief Presidency Magistrate; Henry Morland, Esq., Her Majesty's Indian Navy; John Gordon, Esq., Secretary Chamber of Commerce; and Captain George Geach, of the ship Whitehall, to conduct an investigation into the circumstances connected with the stranding and wreck of the vessel Feronia near the Portuguese settlement of Diu on the 23rd July last, the Court assembled on the days mentioned in the record of proceedings for the purpose stated.

2. The Feronia was a wooden ship of 1,250 tons register, belonging to the port of Liverpool, having been built at St. Johns, New Brunswick, in the year 1860. She appears to have been reclassed in the American Lloyd's Registry in 1875 as A 1 for 3 years, and at the date of her wreck had about 6 months to run on that class. She had previously belonged to Messrs. Fernie Brothers of Liverpool, but at the time she was lost was owned by Mr. Richard Muir, of Glasgow.

3. Mr. Alexander Campbell, the master, whose Board of Trade certificate as ord. master, he states, was No. 17,226, and was lost in the ship, had been sent out with a special agent of the owner, and had superseded the previous master (Tomlin) at St. Helena on the 3rd November 1875 where the vessel had been lying for several months, having sustained injury to her rudder and other damage during heavy weather she had experienced at sea whilst on her voyage to Aden with a cargo of coal. The rudder had been repaired, and other defects had been made good, except a fore topmast and a cross-jack yard which were slightly deteriorated, in place of which Captain Campbell fitted new ones after he joined; and the ship was in general good order and condition, and was tight.

4. Owing to a dispute between the underwriters and the owner in England the Feronia was detained at St. Helena for a further period of about six months, and did not leave that island until the arrival of Mr. Muir (the owner) who brought out with him the two officers—(Pugsley and White who both hold masters' certificates of competency), the carpenter; 4 seamen carpenters; 1 A. B.; the steward; and two boys, in May 1876; after which she sailed for Bombay with the owner on board as passenger, and safely arrived at this port. The vessel was docked in the Peninsular and Oriental Steam Navigation Company's dock at Mazagon in July 1876. The wooden sheathing which had become wormed at St. Helena was repaired, and the yellow metal was patched, and raised two strakes higher.

5. The Feronia was chartered for two voyages to Burmah and back to Bombay, which were successfully accomplished on the date of her last arrival viz., the 17th June 1877; and she was afterwards chartered to go home from Burmah, in pursuance of which object she proceeded to sea in pilotage charge of Mr. Piper on the 18th of July last.

At about 2-30 p. m. on that day when the outer lightship bore S. E. distant 4 miles, the pilot gave over charge to the captain. There was a ground swell, but the sea was not rough; the wind was variable between W. and S.W.; there was a topgallant breeze with fresh squalls at times. The Feronia was in ballast trim, at about the same draft of water as when she had left Bombay on the two previous voyages, viz., about 13 feet or a little over. She was staunch, fairly found in stores and had a sufficient crew. The pilot was not, as is the custom, discharged to the schooner at the outer pilot station off the mouth of the harbour, but was taken to sea and brought back on the morning of the 20th.

6. The Pilot could, in our opinion, have been discharged at the outer pilot station on the evening of the 18th at about the time of high water, without endangering the safety of the ship. By not doing so the Feronia was delayed about 36 hours, for on the evening of the 19th she kept away, and on the morning of the 20th, at 5-40 a.m. she had only reached the approximate position which she would have been in on the evening of the 18th. Beyond this delay we do not think that the Feronia's voyage was materially affected by having needlessly kept the pilot on board; and we are of opinion that at 5.40 a. m. of the 20th, the Feronia was in a better position for making the passage than either the Burmah or Tobique, both of which vessels left this port on that day and arrived at their destinations in Burmah on the 8th and 5th of August.

7. We attach but little importance to the uppermain-topsail and foretopgallantsails having split whilst the pilot was on board, nor to the other slight damages which happened to the sails during the time the Feronia was sailing, except that the ship was thereby deprived of their effect.

8. On the 20th of July the Feronia was kept on short tacks off the entrance to the port from the time the pilot left until 5. p. m., at which hour Kennery Island bore E. N. E. distant about 8 miles—a position which shows the vessel to have made fair progress in those 11½ hours. From 5 p. m. of the 20th she was kept on the port tack until 4 a. m. of the 21st, when she was put on the starboard tack; and at 11 p.m. of that day Kennery light bore N.E., distant about 12 miles; when the ship having only made about 5 miles on her course in the previous 30 hours was tacked in 13 fathoms of water to the northward and westward for the last time. At 4 a. m. of the 22nd (the following morning) she was found to be in 25 fathoms of water, which was a good and favourable position for the Feronia to have been put on the starboard tack. She was, however, injudiciously continued on the port tack, notwithstanding that Captain Campbell by his own evidence had, (except general small scale charts) only a coast chart which extended to the northward of Bombay, about 60 miles.

9. At 6 a. m. the topgallantsails were taken in, and were never again set; thus decreasing the ship's speed and increasing the leeway, although no sufficient reason has been shown why topgallantsails could not have been carried.

10. No observations were taken in the fore or afternoon of the 22nd for longitude, although it is in evidence that good sights could have been obtained; but the sun was clouded when on the meridian of the Feronia, and consequently its altitude could not be observed for deducing the latitude from.

11. The steamer Vingoria, however which was in a position the Feronia must have been very near to, on that day, obtained both her latitude and longitude by observations of the sun, and also saw a vessel resembling the Feronia, which she purposely passed within signalling distance of in case the vessel wished to communicate. All the witnesses who belonged to the Feronia and who were examined upon this point (except the captain who hesitated and was, apparently, not very certain as to whether one had been reported) assert that no steamer was seen on that day from the Feronia.

12. Captain Campbell has stated that on the afternoon of the 22nd he was not in any anxiety about the position of his vessel. He had been steering about a N. W. by W. course by compass, allowing 2 to one point of leeway, and was only in 22 fathoms of water at noon and in 19 fathoms at 4 p. m.; whereas if his reckoning was correct he should have had much deeper water. Peter White, the able seaman who had charge of the afternoon watch, also states that three casts of the lead were taken at uncertain intervals during that afternoon by the special orders of the captain on each occasion. There is, therefore, considerable ground to doubt if Captain Campbell was really so perfectly free from anxiety about his ship's position as he states he was. We are of opinion that he had good reason to be most anxious. The water was shoaling, he had only the dead reckoning to guide him, and he was navigating by a chart which only extended a few miles to the north of his assumed position had he been provided (as he ought to have been before taking his ship there) with the sheet of the coast chart extending further north than the one he had, and had he consulted it, he would have observed that the course he was making good, if continued or maintained, was taking the vessel to about the locality where she eventually stranded.

13. From 4 p. m. of the 22nd until 3 a. m. of the 23rd, the ship continued making about the same course by compass, and in the same soundings; at about the latter hour she "broke-off" to N. W., and although the captain had left orders that he was to be called immediately in the event of that happening, and although it was in consequence of the ship making the vessel to have carried out this important order, the able seaman, who by Captain Campbell's order was acting in that capacity in place of the 2nd mate who had been sick and confined to his berth since the day previous to that on which the Feronia left Bombay, failed to do so; thus showing that Captain Campbell was not justified in having so completely trusted, as he appears to have done in the discretion of one who only bore the rating of A. B.; and this is the more evident, for when this same A. B. shortly afterwards saw something dark to leeward, of which he had misgivings whether or not it was land, he failed even to take a cast of the lead or to adopt any other prompt action, and it was only after having discussed the matter with the man at the wheel, that he proceeded to call the captain; whereas, had measures been at once taken, the disaster which afterwards occurred might probably have been avoided. It is to Captain Campbell the responsibility attaches, for having, apparently without any precautionary measures, placed in charge of a watch one who was not duly qualified to perform the duties.

14. Captain Campbell, on being called by the A. B. Peter White and informed of the dark appearance to leeward, came on deck and continued to observe it from the poop for several minutes, and states that he ordered the helm to be put down, intending to tack, but that the ship did not "come to" and struck shortly after the order was given.

Polsen, the A. B. at the wheel, declares that he did not receive the order to put the helm down, but, on the contrary to "put the helm hard up," and the fact of the spanker having been brailed up, and the main and after yards having been squared at that time, tends to prove that the assertion of the latter is correct. But it is possible that the captain may have first given the order to put the helm down and that at he moment of the ship striking it was not heard. Whichever may have been actually the case appears to be of little, if any importance as it is in evidence that whatever steps had been adopted at the time the captain came on deck, it was too late and there was no chance that they would have been successful in averting the disaster.

15. In the darkness which succeeded the setting of the moon on the morning of the 23rd of July 1877, the Feronia, still holding the same course, or nearly so that she had been pursuing before the suspicious dark appearance to leeward had been observed; without one precautionary measure to protect her; or even a lead having been used to warn those on board of their danger; with hardly a voice raised to check her onward career; amid the roar of the surf, dashed amongst the breakers to her destruction; stranded 240 yards from the beach at 3-40 a.m., and was soon bumping heavily, by which the rudder was unshipped; the wheel was smashed; the decks were starting up, and the bulwarks were crashing and breaking. Daylight discovered some of the castaway crew escaped with their effects on to the sandy shore, and shortly afterwards others battling for their lives against the back draft of the overpowering surf.

After a short consultation between Captain Campbell and Mr. Pugsley, the 1st mate, it was decided to abandon the ship. To facilitate communication between the ship and the shore, a line was run out and secured on the beach; the life boat was got out; and the men were ordered to prepare their kit. The life-boat was loaded under the superintendence of the chief mate, who, with the 2nd mate (who was sick), and about 8 of the crew, their bags and chests reached the shore and landed, though in doing so the life boat was stove and became of no further use.

16. Captain Campbell and 9 men, the remainder of the crew who were on board the Feronia, attempted to land in the jolly boat, which however, capsized when about 80 yards from the beach, immersing all who were in it in the heavy surf, when the Captain's brother named Andrew Campbell, carpenter and seaman; an apprentice boy named Malcolm McFarlane Patterson and a German named Neal Nelson were drowned; notwithstanding that those of the officers and crew who had previously got ashore are stated and appear to have rendered every assistance in their power. The dead bodies of the two former were subsequently recovered; that of Neal Nelson was not seen.

17. There was no communication between the shore and the ship after the jolly-boat left with the captain; and the Feronia became a total wreck.

18. Evidence was adduced to show the care, caution and attention which Captain Campbell paid to his duty on board the Feronia, and circumstances are not absent in this sad occurrence which appeal strongly to the feelings; but after careful and mature consideration of all the circumstances, we can come to no other conclusion than that the wreck of the Feronia, (which was unhappily attended by the loss of three lives), was caused by gross carelessness and neglect of duty on the part of Captain Alexander Campbell, the master of that vessel.

We are also of opinion that serious blame attaches to Mr. Richard Brook Pugsley, the first mate, who appears to have performed his duties generally in a perfunctory manner, quite devoid of interest in the navigation of the vessel, and of the nature and direction of the coast, or of the circumstances of the voyage which it might reasonably be expected, from one possessing a master's certificate of competency, that he would have known more about than he did; and also for having, when aware that the Feronia was being abandoned, rescued his chest and clothes bag without having also saved the ship's log book.

Mr. Thomas White, second mate, having been sick and confined to his berth before the date on which the Feronia left Bombay, until after the wreck, was not implicated in the wreck of that vessel.

The crew (with the exception of Peter White) appear to have performed their respective duties in a satisfactory manner.

With regard to Peter White, able seaman, it was his misfortune to have been placed in a position of responsibility for which he was not qualified, especially when approaching a coast of which he received no intimation and was not aware; there is no doubt he hesitated, and allowed considerable delay to occur before calling the captain after he saw a suspicious dark appearance to leeward, and his inefficiency prevented his averting the loss of the ship; but the blame for it is more attributable to those who ordered him without any caution or check to occupy so responsible a position, rather than to himself, who, there is nothing before us to show, had ever aspired to perform the duty.

We therefore suspend Captain Alexander Campbell's certificate for ten months and severely censure and admonish the chief officer, Mr. Pugsley.

THE CORPORATION AND THE DRAINAGE QUESTION.

ADOPTION OF COL. HANCOCK'S RESOLUTION.

THE Corporation resumed the discussion of the new Drainage Scheme question on Saturday afternoon, when there was a large attendance of members. In the absence of Col. Hancock, Mr. J. M. Maclean, on the motion of Mr. Spencer, seconded by Captain Morland, was requested to take the chair.

Dr. Cowasjee Hormusjee said he had seconded Dr. Blaney's amendment on the principle of accepting the lesser of two evils because he thought none of the schemes that had been laid before the Corporation provided a complete system of drainage for the city.

The Chairman said the Municipal Commissioner had received an important communication which he wished to read.

The Municipal Commissioner then read the following memorandum from the Secretary of State to the Bombay Government:

To His Excellency the Hon'ble Governor in Council, Bombay.

SIR,—Para 1. I forward herewith a copy of a memorandum by the Army Sanitary Commission on the Report of the Bombay Municipality for 1875, together with an Appendix, by Mr. Rawlinson, on the principles of house drainage and sewerage, and an accompanying sketch.

2. I request your special consideration of the remarks made in this memorandum on the present large expenditure on conservancy in the city of Bombay which will be saved by the execution of the drainage works, and I shall be glad to learn what steps it is proposed to take for terminating the halalcore system so soon as those works shall have been completed.—I have, &c.,

SALISBURY.

Some attempt has been made to diminish the abominable nuisance and risk to health occasioned by the discharge of night-soil into Bombay harbour. The depot has been improved, the discharge pipe has been relaid, and the night-soil accumulated in the depot is washed out to below low water by means of salt water pumped up from the harbour. Mr. Pedder says "the improvement is immense, and greater than was anticipated." But the whole affair should be put an end to as speedily as possible by the sewerage of Bombay.

A moment's consideration will show the waste and inefficiency involved in the present system of drain cleaning. In the accounts the cost of this operation is entered in round numbers at £27,457 (Rs. 47,579-2-11), representing a capital at five per cent. of £149,140, which would form a not inconsiderable instalment of the cost of an efficient self-cleansing drainage system.

Again, the cost of removing and disposing of the night-soil by the present abominable process is as follows:—

Collection	Rs. 1,68,732 5 3
Removal	,, 19,255 12 4

Or, in round numbers, £21,798; to which ought to be added the cost of the new night-soil pipe, £1,223, incurred the same year. The total outlay was £30,478 for work which could have been infinitely better done by a proper drainage system—a sum which, if capitalised at five per cent., would have enabled £609,560 to be borrowed for drainage purposes.

5. It is necessary to press this view of the financial question once more, because it may be supposed, that after having laid down the new night-soil pipe into the harbour, the abominations of the entire halalcore system may be indefinitely prolonged.

6. The fact that the Municipality, with a revenue of £300,000 a year, can afford to spend so large an annual sum on mere hand labour and its appliances is enough to show that there is no financial reason for any delay whatever in carrying out the sewerage and drainage of the city.

The scavengering, of street cleaning, would, of course, have to be provided for under any system, but deducting this branch it may be safely said that all the rest ought to disappear from the municipal accounts, and the general overright now exercised by the officers of health would cease to be necessary. He has nothing to do with superintending scavengers and nightmen. His functions relate to other matters. It is not meant to undervalue the work done even in its present form, for without it the public health would rapidly deteriorate. But it must be a costly and by no means efficient method of doing drainage and sewerage work, when it has to be carried out by 2,481 "men and women," many of whom have to be mulcted of fines out of their starvation pay by the Officer of Health in order to secure efficiency. The fines last year amounted to £407. Any one interested in learning the difficulties of administering a sanitary system founded on erroneous principles may find instructive facts in Mr. Weir's report, and they will sympathize with him in his opinion, when he says:—If the "milch cattle stables were removed from the city, and if the night-soil carts ceased to pass through our streets, and sweepers' gullies no longer existed, how different would this city appear! How much sweeter would it be, and what a different appearance would its streets present!"

7. The community of Bombay must bear with these risks and nuisances until the city is sewered and drained, but the Municipality will evidently have to see to it that after the sewerage is carried out the halalcore abominations are not allowed to continue.

The Officer of Health informs us that the scheme of sewerage, at present popular, provides as follows: "Night-soil to be removed, as now, from the privies by hand, but instead of the night-soil being carried in carts to the Carnac Bunder, it is to be emptied into the sewers at the different central collecting depots." It may safely be stated that, if such a scheme be carried out, the sanitary condition of the city will have undergone no corresponding improvement, for the vast outlay of keeping up two systems, namely, a sewerage system and a halalcore system. Whatever is done in the way of sewerage, it is a *sine qua non* that halalcores must cease.

8. So far as can be learned the reports of past years, as well as from the present one, there have been exaggerated theoretical views put forward as to the danger of house drainage from sewer gas. But every engineer knows how to prevent such occurrences, and it is doubtful if it would occur to any one, who knows the subject, to provide against the danger by laying down a costly system of sewers, and then to collect night-soil from houses by hand labour to pour into them. The Army Sanitary Commission has long ago pointed out that in Indian climates provision must be made for freeing the surface of rainfall otherwise than by passing it into underground sewers, and that sewerage, properly so called, must be restricted to removing house sewage. The domestic arrangements for privies, water-closets, &c. must necessarily differ from those in homes, which are applicable to people of very different habits than those of the population of India, but there is no excuse in this diversity for keeping up any remnant of the halalcore system for any house in Bombay which has been properly drained.

(APPENDIX TO MEMORANDUM BY MR. RAWLINSON.)

The main sewerage of Bombay has been reported upon so many times that one approaches the question in despair. The cost of cleansing is, however, so great, and the abiding filth is notwithstanding so great that it is to be hoped this state of things will ultimately compel proper works of main sewerage and house draining to be undertaken. Opening and cleaning covered drains is an item which ought not to appear in the accounts with such a volume of water as there is at command. Every drain ought not to be constructed so as to be capable of being cleansed by water.

As previously explained, it will be a great mistake to sewer Bombay rigidly on principles applicable to climates of moderate rainfall, because of the monsoon rains which dilage the surface and which no practicable sewers could accommodate.

Any sewer in Bombay must therefore exclude storm-water which must continue to go off over the surface as at present.

With respect to house drains, elaborate systems of those drain must be avoided, and the simplest conduit be laid, care being taken to so narrow the inlets as to prevent chocking by as a three inch inlet to a four inch pipe. Neither soil pans nor waterclosets set up on the English plan should be attempted to be introduced in the poorer quarters, as they would not be suitable to the habits and prejudice of the natives, who will not use a seat, but will stand upon it. This being the case, the privy should be perforated stone, raised, say, six inches above the floor with the soil pan beneath. The floor to be constructed of stone or of concrete, that the place may be washed. A single syphon trap as in the soil pan, which can be flushed out by hand or by hose when necessary, will be all that is required.

The Turkish privies are arranged as above described, but without the syphon trap, and without the drain pipe and small capacity sewers. There are on the Continent, at the railway stations in Austria, latrine arrangements as described. All such latrines or closets must be hand flushed, the water tap being outside. A public scavenger would be required to flush and cleanse neglected and abused soil-pan closets, but this duty would be comparatively easy, if only excreta and waste water are discharged down the closets. Wilful choking with solids, or in any way, may be the subject of a fine.

Drains and sewers laid in right lines, with manholes at short intervals, always at junctions, will give facilities for examination and for flushing. The sewer and drains should be so arranged that a choked drain or a choked sewer could be effectively cleansed without pulling up one yard of drain or sewer for cleansing purposes.

The system of sewers and drains should be on an uniform principle—a lesser sewer or drain joining a larger, and the lesser always joining with its invert above or level with the water line of the larger sewer, or say, never joining below the central line of the diameter.

Assume a main sewer 4 feet diameter. A branch sewer would join 2 feet above the invert, and a 12 inch sewer would join the branch sewer one foot above its invert, and, with pipe sewers, a 9 inch would join a 12 inch, a 6 inch a 9, and a 4 inch join a 6 inch. One purpose of this arrangement being to transmit sewage from the tributaries of 4 inches diameter through branches increasing in diameter to the mains. The fall, or gradient of a sewer or drain, is not so much consequence as is the truth, soundness, and gradation of the drains and sewers. The drains must be truly laid in line and gradient, and be jointed and bedded in concrete, so that water flushing shall not burst the joints nor the sewage leak at the joints, thus truth and tightness being of the utmost importance to prevent leakage of fluids, which would leave any solids to accumulate, and so obstruct the drain and in time choke it. Clay for jointing sewer or drain pipes should never be used in India, as it will crack, and probably dry to dust in some cases.

The excreta of human beings are only above the one-hundredth part of the sewage, where there is an available water-supply of 25 gallons per head per day, and this is chiefly evident, the solid being only one sixteen-hundredth, 1 to 1600. It is the accumulated excreta which cause the greatest nuisance which removed in detail are so insignificant, and, with proper means, as suggested, may so easily be made day by day to pass rapidly away.

A soil-pan should not be within the house, but may be immediately outside. In India the natives may not require a privy structure over the solid-pan, but merely a light fence or screen round it, which will be cheaper than a building, as shown on the sketch.

The ashes and other refuse must have a separate place provided for storeys, but scavenging in intervals not longer than a week will remove all refuse before it becomes a nuisance.

Before ordering a general construction of house drains and soil-pans, arrangements as sketched as trial samples should be put up.

The Municipal Commissioner added that they had her the opinion of Mr. Rawlinson for nothing, and it was so clearly and simply expressed that they could all understand it. No doubt, Mr. Walton would be in a position to carry out his views now, with this document before him, even if he had not seen it before, which he (the Commissioner) had no doubt he had. It appeared to him that now it would be a great loss of time and money to go further, and that they should send the scheme which was the outcome of 20 years' discussion to Government at once and leave it to be dealt with by Government as the Toolsee water scheme was. With reference to what Col. Hancock said at the last meeting about the sewers following the natural fall, he wished to say that that was the principle on which Mr. Braham said he had acted in advocating the draining of the high-lying districts to an outfall at Colaba and of the low-lying land to Worlee. It was not clear that Government had refused to sanction an outfall at Colaba. They had refused to allow one at the Oyster Rock, but he did not know that there was anything to show they had refused to sanction one further out towards the point. The Corporation were scarcely in a position to settle the question of outfall themselves, and his opinion was that it would be best for the Corporation merely to allow that a drainage scheme was necessary—as he thought they must allow now—and leave the matter in the hands of Government.

Mr. Raghunath Narayen Khote said—Mr. Chairman and Gentlemen,—It must indeed be extremely gratifying for you to know, that our financial position next year, with all the heavy and costly water-works we are constructing at present, will be sufficiently easy for us to undertake the drainage of the city, without recourse to additional taxation, as must have been noticed by you from a statement circulated amongst the members of the Town Council by the Municipal Commissioner, and published in the newspapers some few weeks ago. Our finances have been since then made easier still. Government have lately been so liberal as to renew their grant towards the expenditure of the Police Establishment, and to promise it for the next year, and we may now safely hope to get it uninterruptedly for future years too. For this concession, we have every reason to feel grateful to the present Government. On this occasion, however, I cannot drive from my mind the illiberal decision of the Supreme Government making us pay for the land, which the Tulsi water reservoir at Malabar Hill is going to occupy, and that also, in the face of the recent fact of the Municipality having made over to Government for the use of the G. I. P. Railway station at Boree Bunder the Phansee Talao, which belonged to us, without any consideration whatever, I beg leave to say, or need hardly say, that we have the most ardent desire of doing our utmost for the benefit of this city, and of this desire we have already given abundant practical proofs both to the Government and the public. Sir Philip Wodehouse, in his speech at the Byculla Club, on the eve of his departure to England, freely recognised this desire of ours, and gave us credit for it. In promptly responding, as we are now doing, to the call of Government for taking up the drainage of this city at the enormous cost, and even at the risk of incurring popular odium from the imposition of additional taxation, if necessary, we are giving a fresh proof of this same desire, and we are certainly entitled to more liberal treatment than we have received at the hands of Government. I feel sure that ere long Government will, on reconsideration, see the justice of making over to us the Esplanade Fee Fund to which we have every just and equitable claim.

Mr. Kirkham—They have already given us a lakh of rupees.

Mr. Khote continued and said:—But, I submit, that the whole fund and the whole concern should be transferred to us. But, gentlemen, digression apart. In the face of these facts testifying our desire to promote the welfare of this city, I was rather amused, if not surprised, at the strong language used by my friend, Mr. Professor Kirkham, in his address to this Corporation at the last meeting. That gentleman must surely be aware of the fact that even the city of Oxford, that sanctum of moral, educational, and original thought and enlightenment, has had no sewer system at all till now. Bombay cannot, therefore, be said to have been behind time if she thinks of the adoption of that improvement now. We all confess, must confess, that the present drains of this city, if you can style them "drains" at all, or, properly speaking, the present want of drains,—for what we have got is only an apology for drains,—are no doubt a standing disgrace to Bombay, and the sooner steps are taken to improve matters the better. (Cheers.) But, gentlemen, we do not condemn the present open gutters and drains simply because they do not gratify our eyes or noses, but because they are an inexhaustible source of diseases of all kinds, and of the increase in the death-rate of the town. By the adoption of any expensive drainage scheme, we do not principally seek the *empty* relief to the eye or the nose, but the *solid* improvement of the health of the town. (Hear, hear.) A system that does not accomplish this object is certainly one on which this Corporation cannot justly sanction the expenditure of a large sum of money;—that would be simply paying too dearly for the whistle. There are innumerable things equally offensive to the eye as well as the nose in every direction in this city, and this Corporation cannot undertake to remove them by the application of monies, wrung by Municipal taxation from the body of ratepayers, who find it very hard to pay it, particularly at this time, under the present heavy fall in rents of house property, and the general drooping state of all business and trade. As Dr. Blaney has rightly said, if the drainage we are devising is not going to be a health-giving instrument, the less we think of it the better. This city cannot afford to waste its hard earned revenue on mere experiments, or simple makeshift projects. We have had enough of them already. They have cost us a large amount of money, which to all intents and purposes is now virtually lost to us, for the plant, &c., bought for carrying them out, will now have to remain on our hands as mere dead stock. I will only allude to our most recent purchase,—viz., the pumping machines used at present at Carnac Bunder, and the desiccator, which had to be removed from the district of Camateepoora, costing the Municipality between them both close upon a lakh of rupees. It is true that the world would have made no progress at all if no experiments were tried. But India, poor as she is, need not aspire to originality in her progress towards civilized life. She may feel contented with borrowing her civilization from the Western world. If we cannot implant into this tropical soil all those institutions in their entirety, which have proved a success in the cold or temperate climate of Europe, here we have the example of the City of Palaces, to copy in the matter of drainage at least. All we have to do is to depute somebody to that place to ascertain in person how it works there, and what are its defects, if any, to be guarded against here. Armed with this new light, in addition to the knowledge and experience we have already acquired of the drainage of this place, I feel sure that we ought to be able to give ourselves without further investigation a scheme that will afford satisfaction, and will be an equivalent for our outlay. Dr. Blaney's suggestion in the amendment he has proposed has its advantages, which it will not do to overlook. It enjoins caution, it has the favourable effect of preventing waste of money on idle experiments. It recommends that we should not enter upon a long voyage, sailing headlong without chart or compass or without sounding our depths. It is, I believe, the most practical mode of setting about our work. The literature on drainage, which is before us, and which Mr. Master has stated we must require a long time to wade through, is already so voluminous that we have seen, to some extent at least, that like doctors, engineers also, in spite of their having to deal with facts and figures and fixed formulæ will differ, and the suggestion of the original proposition before this meeting to submit this "donkey," I should even say this "camel," load of literature to a Government Commission, or to a sanitary engineer of reputation from England, will, I am afraid, end in smoke, or will commit us to some scheme or project, that will sink us deeper into difficulties than we have ever dreamt of. What did we gain by submitting our water scheme to the examination of a committee? Nothing, almost nothing, as the scheme was passed by that committee at least in its main features without any modification whatever. Let, gentlemen, our progress be slow but sure. Let us at once begin the work in bits, as recommended by Dr. Blaney, and go measuring our strength, and feeling the ground under our feet. The submission of schemes, proposed by our engineers, to the final sanction of others necessarily lessen the responsibility of our engineers, and may even render them indifferent as to the ultimate success of the work. I would certainly recommend that we should at once sanction the outlay that may be necessary for the construction of the drainage of the district of Oomercarry, as suggested by Dr. Blaney, who perhaps names that district in particular, as it is principally inhabited by poor people, and its mortality is the largest. I am quite indifferent as to which district we take in hand first. We may, for the matter of that, take Girgaum to begin with, so as do away with the Back Bay nuisance at once. I am sure our engineers will give us better satisfaction in the execution of any work we may entrust them with from what experience they have already acquired from the works in Cammateepoora, and the recent works at Dhobie Talao, which must have no doubt made them better acquainted with the system. With the experience they have so derived, we may feel certain, I repeat, that they will execute fresh works with more caution and efficiency. It is indeed the same thing, gentlemen, if we sanction the drainage of the whole city in a lump, or of the districts one after another in small bits. Our object is equally gained in both ways, with this advantage by the adoption of the latter way, namely, that we sanction outlays with our eyes open, and with the sure knowledge of what we are to get as an equivalent for our money, coupled with the power we shall always possess of stopping works, if we happen to discover that those already executed have not produced the desired results. In conclusion, I need hardly say that I shall heartily support Dr. Blaney's amendment by my vote.

Mr Grattan Geary said they might take it for granted that the Corporation were bound to pledge themselves to the carrying out of a drainage scheme for Bombay; but it seemed to him that neither the resolution nor the amendments that had been moved adequately expressed the views of the Corporation. It was set forth in the first paragraph of Mr. Pedder's proposals that the Corporation should itself be responsible for any drainage scheme which they might send to the Government for sanction. So long ago as 1867, said Mr. Pedder, the Supreme Government stated its opinion that the proper course for the Government of Bombay to pursue was to refuse to entertain any scheme which was not shown to be financially reasonable, and to put on the Municipality the full responsibility of preparing such a scheme. The Bombay Government concurred in this view, and Mr. Pedder wrote—"in my humble opinion, these views are evidently correct." The misfortune of Col. Hancock's resolution now before the Corporation was that it distinctly evaded the responsibility which both Governments had said rightly belonged to the Corporation, and there had been nothing whatever to show that they were incompetent to do that which the Supreme Government, and the Bombay Government, and Mr. Pedder had distinctly declared they ought to do. One result of evading their proper responsibilities in this matter would be that they would be tied hand and foot, and whatever project the Government of Bombay, and its Commission, or the unnamed engineer from England might adopt, whether good, bad, or indifferent, extravagant or reasonable, they would have to accept. He did not say that they had before them a project which would satisfy all the interests of the case; he thought it was impossible to get such a scheme; but they had one scheme which in most respects met the difficulties before them, and he thought it was quite possible for the Corporation themselves to take precautions to minimise the evils of that system, and to retain the full benefit of its numerous excellencies. He suggested that Mr. Walton's scheme should be adopted and that a Commission should be appointed, not by Government, but by the Town Council, to consider and perfect it before submitting it to Government. It seemed to him that it would be worth while to consider whether Mr. Braham's suggestion that the high level portions of Bombay should be drained to an outfall at Colaba, while the lower levels were drained to Worlee, could not have been adopted with advantage; but Colonel Hancock had said it was practically useless to discuss that point because Government, on account of the military cantonment, would not sanction an outfall at Colaba. So they should frankly adopt the scheme before them and send it up to Government for approval. They would then have the satisfaction of knowing that if Government sanctioned the scheme they would not be taken out of their depth in the matter of finance, and that if Government rejected it, they would not be obliged to accept any other scheme without having an opportunity of discussing it themselves. It was clear, then, that the greater portion of the original resolution must be struck out; and Dr. Blaney's amendment was not one which the Corporation ought to carry for this reason, that, from the nature of the case, what it proposed would have to be done; they could not make all the drains in all quarters of the town at once for many reasons, amongst others, they were not financially in a position to do so. They would in the ordinary course of the work be able to ascertain whether the experiment of sewering a tropical city would decimate the population or not; if they found very disastrous results, as Dr. Blaney had given some reason to suppose, they could stop, and Dr. Blaney's object would be gained without the necessity of passing his amendment. He begged in conclusion to propose the following amendment—that after the first clause of the original resolution, viz.—"That this Corporation recognises the urgent necessity of constructing a complete system of drainage for Bombay," the remaining clauses be struck out and the following substituted, viz.—"That Major Tulloch's scheme, as modified by Mr. Pedder and Mr. Walton, is, in the opinion of the Corporation, the best adapted to the circumstances of Bombay; but that before proceeding to carry out that scheme a Commission be appointed by the Town Council to ascertain the fact on certain minor points which appear to be in dispute, and that the result of the enquiries of the commission be reported as speedily as possible to the Corporation." If the meeting did not consider that the latter portion of his amendment, referring to the appointment of a commission by the Town Council, was necessary, he would strike it out.

No one seconded Mr. Geary's amendment, which therefore fell to the ground.

Mr. Pherozshah M. Mehta said—Mr. Chairman,—I think the amendment proposed by Mr. Geary has been allowed to fall through, without even being seconded, for very good reasons. It was difficult not to see that there was a clear fallacy running through the arguments by which Mr. Geary tried to recommend it. He urged that we would be shirking our responsibility—a responsibility that had also been cast upon us both by the Government of India and the Bombay Government, by relegating the question to such a commission as has been proposed. But surely, in questions involving technical knowledge, this Corporation, which is not composed entirely of engineers or medical men, must go for information and guidance to qualified authorities, and by doing so alone could we properly be said to be discharging our duty and responsibility in such matters. As to the objections that the commission is left to be appointed by Government instead of this Corporation undertaking the appointment itself, I take it that such a course has been proposed for a very obvious reason indeed. The commission will require to be composed of all the best talents available in this Presidency, and Government, who have all the services at their command, have infinitely greater facilities and opportunities for selection than this Corporation can at all pretend to have. Mr. Geary's amendment having thus fallen to the ground, the only amendment worth considering that remains, is that of Dr. Blaney, for I consider the one proposed by Mr. Bomanjee Master to be one entirely needless and superfluous. Now, any proposition brought by Dr. Blaney will command and deserve at the hands of this Corporation careful and serious consideration. For we have not only Dr. Blaney's own good words for it, but it is the general opinion of the citizens of this town, that Dr. Blaney stands very prominent among all the members of this body for his earnest public spirit, his large local experience of, and general ability to cope with, the interesting questions involved in the present discussion. We must, however, first clearly apprehend what it is that Dr Blaney proposes. So far as I was able to gather from his speech, it is one of two things. He either proposes that we must forthwith commence the drainage works for one portion of the town without reference to and without deciding several grave and important questions, such as those of the locality of the outfall, the introduction of night-soil into the sewers, the question of house connection, the question of those Mephitic temples, as I think Dr. Blaney once facetiously termed them in another place. It is impossible not to see that all these are questions, without deciding which there can be no real system of drainage secured. And if Dr. Blaney proposes to proceed with the drainage of one section without reference to them, I think this Corporation will refuse seriously to entertain such a project, for I take it that we have made up our minds firmly and honestly that it is our duty to provide a complete and efficient system of drainage for this town, and that nobody shall be permitted to trifle with that determination. Then, perhaps, Dr Blaney means to propose that we should proceed with the drainage of one section, taking all these general questions I enumerated above as settled, according to the scheme, which may be a modification of Major Tulloch's and Mr. Pedder's, but which at present goes by the name of Mr. Walton's. In fact, he perhaps really asks us to commit ourselves to Mr. Walton's scheme. If I have understood Dr. Blaney aright, I think that was really his aim and object. And when in recommending it, he undertook to satisfy us completely before he ended, I for one listened to him very attentively. The arguments which employed really resolve themselves into three. The first was a very remarkable one. A drainage and sewerage scheme, he said, was all very good and useful for removing offences to the nose and the eye. On the score of improvement in the health of the town, however, if you do not expect much from it, said Dr. Blaney, you cannot go very far wrong. It certainly did not require a Dr. Blaney to tell us that you may safely entertain a scheme without any chance of disappointment if you do not expect any substantial result to follow from it. This Corporation cannot feel justified in sanctioning a gigantic project involving heavy expenditure, if all its utility consisted in removing offensive sight and smells without doing much for the health of the town. The second argument employed by Dr. Blaney was that local experience was what was principally and essentially necessary in drawing drainage schemes for Indian towns, and that the experience acquired in places in temperate zones was entirely useless for places in tropical climates where the conditions of the problem were widely different. This argument shows that the course involved in Col. Hancock's proposition is misunderstood. That course does not throw over all the local experience, which it is said has been accumulating on these questions for the last twenty or thirty years. On the contrary, what it proposes to do is to collect all this experience and lay it before a body of competent and qualified professional authorities to consider it and give their final decision on it. It is to utilize, not to reject, this stock of experience and information. Dr. Blaney's last argument was that here we have a highly-paid and able Executive Engineer of our own, full of this experience, and *if we put him on his mettle* by entrusting him with the work, we are sure to have the best and most perfect scheme of drainage that can be ever produced. Well, now, I have nothing to say against Mr. Walton. The members of this Corporation—I myself—have all the very highest opinion of Mr. Walton's engineering abilities, and if the question was of a work falling within his ordinary duties, then we should all place the utmost trust in him. But here there is a question not of an ordinary work, but of one of a very extraordinary character, of large dimensions, involving a heavy outlay. Under these circumstances, I cannot but think that Mr. Walton himself, even if he is confidently of opinion that his scheme is the very best that can be devised even by the most eminent of his profession, would feel great safety and satisfaction in having it finally approved by a body of highly-qualified professional men. And without detracting in any way from Mr. Walton's merits, this Corporation cannot undertake a work of such an extraordinary magnitude without an approval of this sort. For these reasons, I ask the Corporation not to entertain Dr. Blaney's amendment. Colonel Hancock's proposition really seems to be one which is best adopted under the circumstances for our acceptance. We have acquired considerable information and gathered large experience on drainage questions. Various schemes have been brought out. It is, however, patent that on several large and important points of the scheme—points I have mentioned above—there is considerable divergence of opinion. There are engineers and medical men in this Corporation, but the majority are non-professional men, who have no technical knowledge of the subject. It would be absurd for them to undertake the decision of these questions. The only course open to them is that suggested in Colonel Hancock's proposition—viz, the appointment of a competent commission for settling them. If I could venture to offer a suggestion—and I offer it as the merest suggestion—the commission should be composed of the most eminent men of this Presidency, and be presided over by the same distinguished engineer called out from England. I think the adoption of Col. Hancock's proposition, thus modified or not, will really cause no delay, but even if it does, it is a delay which is a necessity. I therefore hope that we shall all vote for Colonel Hancock's proposition.

Sir Frank Souter almost entirely agreed with what had been said by Mr. Mehta. They had all, no doubt, a very high opinion of the professional ability of Mr. Walton; but still this was an undertaking which would necessitate a very large outlay of public money, and he thought

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before they undertook so important a scheme, it should be submitted to a Commission or to an eminent engineer from England, and some engineer who had made city drainage the study of his life. Although he was very averse to any further delay in the matter, he thought it would be time very well spent in waiting another month or two for this object. Where they were going to spend lacs on lacs of rupees, a few thousands expended in this way would be extremely well laid out.

Mr. Mathew said—It is clear that the members of this Corporation fully recognise the value of cleanliness and agree that it is an imperative duty not only to improve the drainage of the city, but to prevent as far as possible the discharge of sewage amongst the shipping in the harbour or on the shores of Back Bay. On some of the details of the projects the utilization of sewage on the sufficiency of the provision for subsoil drainage—the street drains and house connections—there are differences of opinion which cannot well be disposed of at this meeting, and the settlement of some of which may with advantage be deferred to depend on experiments, but the subject has been so long under consideration and has been so fully and ably treated by engineers and committees, that there need not, I think, be further hesitation as to the adoption of the outline of a plan. The first point for determination in the matter is the outfall. It would not be possible to find a point for the discharge of sewage which would not be open to objection, but on the whole considering first cost, future working charges and risks of fouling the shore or harbour, we cannot, in my opinion, do better than adopt the point of discharge which Mr. Pedder proposed and which Mr. Walton has adopted. Mr. Braham's proposals have some advantages, but would involve two outfalls, and the far larger part of the island would still have to be drained to the north. I would, under the circumstances, advise the adoption of the frame work of a drainage project as designed by Mr. Walton. To avail most fully of late home experience, it would, I think, be advisable to appoint a consulting engineer who would communicate with and advise the Municipal Engineer and the Town Council. Mr. Walton would, I am sure, be glad to have the advice which might be so obtained. Instead of nominating one of the more prominent engineers at home for such an office, I would rather have a consulting engineer who has knowledge of Bombay and who would devote time to the work. If Colonel Tulloch is available, I do not know that you could do better than obtain his services. If not, Colonel Trevor or Mr. Thomas Ormiston would probably be willing to undertake the work. The question as to the appointment of a consulting engineer does not press, and in advance the plans put forward by Mr. Walton might be sanctioned to be carried out in such order and with such modifications as the Town Council may from time to time authorize. Gentlemen, the time is opportune for starting work here. The new work would be to many a relief work. The proposal of Dr. Blaney could scarcely be carried out at once with advantage. We should first have the main drain of the drainage system constructed and the filling in of the street drains, house drains, and other details may be treated on further and fuller information.

Captain Morland considered that Mr Mehta's remarks were such as might be adopted with propriety by the Corporation. He suggested that a commission composed of Mr. Rawlinson, who was among the first drainage engineers at home, Mr. Clarke, who had had great experience in Calcutta, and a local engineer, say Col. Hancock, would very soon dispose of the question, to the satisfaction of the Corporation, of Government, and of everybody concerned.

Mr. Nowrojee Furdoonjee said that so recently as July last when the drainage scheme came up before the Town Council, Dr. Blaney strongly objected on sanitary grounds to the proposal to convey the night-soil and sewage through underground sewers to Worlee and there discharge it into the sea. He (Dr. Blaney) said "the removal of the sewage to the western shore was a most dangerous proceeding," that "it would never have his sanction and would receive his unqualified disapproval." Regarding Mr. Walton's scheme for the proposed construction of 16 night-soil depots in different parts of the city, Dr. Blaney said "when the night-soil was carried to these depots the public health would be destroyed." In summing up his objections, he declared that the scheme was "almost impossible, would be very dangerous to health, and altogether a thing they could not do, and they must try some other plan." He declared he had "but a single purpose to serve in calling attention to the errors of the past and the deficiency of information for the present." He rebuked those persons who exhibited impatience because "the first system of sewerage presented was not immediately adopted and without enquiry of any kind," and advised the Council to be actuated with the honesty of purpose which arises from a close and careful scrutiny of a project for sewering an Indian city of vast proportions—scrutiny which, he declared, "cannot fail to be productive of great good." Dr. Blaney had now suddenly, and without showing any justifiable cause, abandoned his opinions just referred to, and he now comes forward to advocate the same scheme which he condemned two months ago. (Dr. Blaney "No, No.) He (Dr. Blaney) now said "he would have no hesitation in allowing the sewage to go to Love Grove outfall, or further, as proposed by Mr. Pedder;" and he had proposed an amendment to the resolution before the Corporation to the effect that the scheme framed by Mr. Walton is the best for the Corporation to adopt; that it should be taken in hand at once and proceeded with piecemeal without referring it to a commission; and that the district of Oomercarry should be first sewered "according to the scheme prepared by the Executive Engineer." Mr. Nowrojee considered that proposal was open to the objection that it did not deal with the mitigation of the nuisance caused by the pollution of the harbour at Carnac Bunder and the outfall of sewage in Back Bay, which Government had repeatedly asked the Corporation to take immediate steps to remove. If the Corporation adopted Dr. Blaney's proposal they would be pledged to carry out the entire scheme of drainage and sewerage framed by Mr. Walton. He (Mr Nowrojee) was of opinion that it was not advisable for the Corporation to undertake to carry into effect the proposed scheme without careful enquiry and thorough examination by competent men. He should therefore have been happy to vote in favour of the original motion for the appointment of a commission, if it did not absolutely bind the Corporation to carry out the scheme even though it did not meet with the approval and sanction of the majority. The necessity of reserving to the Corporation the right of dealing with the subject according to their own judgment was from a fact to which he wished to draw prominent attention of the Corporation. The commission which was appointed by Government in 1869 to enquire and report on schemes for the drainage and water supply of Bombay reported that they were "unable either on engineering or sanitary grounds to recommend the adoption of Captain Tulloch's project for the drainage of Bombay," that "not one of the projects submitted to them fulfils those conditions of certainty and economy which would justify them in recommending it for adoption," and that "they are unable to affirm that any of the works proposed is of indisputable necessity for the preservation of the health of the city of Bombay." In the Resolution, dated 31st March 1870, recorded on this report, and communicated to the Corporation, the Government expressed their concurrence with the commission, and declared that "there are good reasons for rejecting Captain Tulloch's and all underground sewage schemes; but in any case it would not, as the commission report, be wise to try so doubtful and perilous an experiment on so enormous and costly a scale." Such being the report of the Drainage Commission, and such the views of Government expressed only seven years ago, Mr. Nowrojee considered it was necessary that a further commission should be appointed who should weigh and consider carefully all the scheme that had at that time and have since been proposed, and decide whether they were or were not able to recommend any good scheme of drainage for the Corporation to adopt. He thought a reference of the matter to a commission was absolutely necessary, especially after they had heard read the communication from the Secretary of State which the Municipal Commissioner had quoted during the present meeting; and if they made an appeal to Government to that effect, Government were sure to respond and give effect to it.

Mr. Kirkham said it had been mentioned that Government had renewed the Police grant to the Corporation, and the renewal had very properly been cited as a reason why the Corporation should, if possible, meet the wishes of Government in the matter at present under discussion, but another important fact which might prove a powerful argument on the same side had not been mentioned, viz:—that Government had offered the Corporation one lac of rupees out of the Esplanade Fee Fund, on condition that we abolish the frightful nuisance in Bombay of the Carnac Bunder Sonapore outfalls.

The Municipal Commissioner—That has been withdrawn. (Laughter).

Mr. Kirkham said he was very sorry to hear it. He hoped, however, that no counsel of delay would be listened to. The time was very propitious in many respects for carrying out such a work, and he trusted that the original resolution, proposed by Col, Hancock, would be carried with enthusiasm and sent up to Government as an indication of the determination of the Corporation to carry the scheme through.

The Chairman (Mr. Maclean) said it was a matter for congratulation that they secured nearly all to be of one mind as to the necessity for having Bombay thoroughly drained. Probably most members of the Corporation would remember that at the Restoration when Charles 2nd landed at Dover, he was received with so much enthusiasm that he said if he had only known he had so many friends in England he would have come back long before. In the same way, if the Town Council had only known that the Corporation would welcome this proposition in the way they had done, the Council would have come forward, long before, with suggestions for carrying out an improved system of drainage for Bombay. Instead of the project meeting with opposition such as had been expected, he found they were all eagerly competing for the adoption of some scheme which would carry out their object in the best possible way. He was sorry, for his own part, that he could not vote in favour of Dr. Blaney's amendment, because it seemed on the surface a proposal that would render unnecessary any further postponement of this great work. But he looked with distrust on that amendment because he knew that Dr. Blaney had been throughout the most determined opponent of a system of water carriage for the sewage of Bombay, and there was a good deal in his (Dr. Blaney's) speech that was inconsistent with the proposal he actually put forward to have the work commenced at once. For instance, he cited a great number of reasons why the Corporation should not spend all the money of the ratepayers in carrying out one great work of this kind; he insisted that overcrowding, the adulteration of milk, &c. were great evils, and that there was a variety of things in which the Corporation ought to attempt reform. No doubt, as long as the Corporation should exist, it would find plenty of work for its hand to do, in order to abolish the evil effects of ignorance and poverty in this great city; no one could possibly imagine that by simply introducing a system of drainage they were to make the social state of Bombay perfect; but he supposed when Dr. Blaney was called to a patient attacked or afflicted with a number of diseases, he would not refuse to cure the man of one disease because he suffered also from a variety of others. (Hear, hear.) In the same way, this system of drainage would cure a distinct evil, and on that ground it was proposed to carry it out. What was the evil that an improved drainage system would cure? Dr. Blaney had laid down before the Town Council, and appeared still to maintain, that sewerage by itself was not conducive to public health; but he modified that the other day to some extent by saying that it was advantageous for the public convenience and for the relief of the eye and the nose. Well, in his (Mr. Maclean's) simplicity, he should have maintained that anything which was useful as a public convenience, and which also took away things offensive to the eye and the nose, must in some degree be beneficial to the public health at the same time. But he would go further than that, because there was no doubt left on the point at all. They knew that the introduction of a water carriage system of sewerage in large cities at home had been productive of great benefit to the public health. Dr. Blaney had certainly given some statistics on the other side; but he (Mr. Maclean) would ask the Corporation to consider the case of London, where such a system of sewerage has been carried out most completely. He had been looking over the returns of the mortality of London that had reached Bombay during the last few weeks, and probably the Corporation would be surprised to hear that the death-rate of London was only 18 in the thousand per annum. They should consider that this was in a city containing nearly 4 millions of inhabitants—probably the greatest aggregate mass of human beings ever collected in one spot since the beginning of the world, and that this rate was maintained for many weeks together. The death-rate in Bombay, with a population of 650,000, was 54 per thousand, so that the average mortality in this city was three times as great as in London. There were 1,500 deaths a week in London against over 700 in Bombay, so that the mortality of London was only double that of Bombay, though the population of the former city was six times as large. He did not say that this was entirely owing to the London drainage system, for it was due to a variety of causes,—to the more careful habits of the people, for one thing, and to the much better supervision maintained over all manner of nuisances, but it was not attributable to the water supply, because the supply of London was probably, on an average, less pure than that of Bombay. He would lay down this proposition, that although this low death rate in London could not absolutely be attributed altogether to the beneficial influences of the drainage system, yet it would be impossible for such a low rate of mortality to be maintained in that immense city if it were the case that the introduction of a system of water carriage for sewage really gives rise to more terrible diseases than those which it is introduced to cure. (Hear, hear.) The fact was that people were misled a good deal. When isolated cases appear in London of a water closet going wrong, news of it travels all over the world; a person cannot fire a pistol in the streets of London without the report reverberating through the whole universe; and the sensation aroused by the inconvenience a single person may occasionally suffer in London is out of all proportion to the magnitude of the evil. A single case of typhoid fever arising in London from a neglected water closet gives rise to an idea, apparently, that such things are very much more dangerous than they really are. He contended that water sewerage at home had done great good by diminishing the mortality from filth diseases, and that it had not introduced any new disease nor caused anything like the mortality it had taken away. Then he came to another point of Dr. Blaney's argument, where that gentleman spoke of the effects on confined sewage of the heat of a tropical climate in generating noxious gases. No doubt, if the Corporation were to order all the filth in Bombay to be put into sewers in the way suggested by Dr. Blaney and treated as if in a stewpan, they would have a more horrible mixture than was ever brewed in the witches' cauldron in *Macbeth*; but that was not the way in which it was proposed to deal with the nightsoil and liquid sewage of Bombay. The proposition was that the filth should be carried away quickly by a full stream of water into the sea, and no time would be given it to ferment and engender the gases which are to do so much mischief. Next, Dr. Blaney said that, admitting that the time had come for the introduction of some system of water carriage sewerage into Bombay, it should be done by degrees. He (Mr. Maclean) really thought they had had enough of experiments in this matter of nightsoil and sewage disposal in Bombay. When Dr. Blaney arrived at that part of his speech, he anticipated at once what was coming; he knew they would have their old friend Camateepoora brought on the scene, because that appeared as surely in any speech of Dr. Blaney's of late as the head of Charles I. used to appear in Mr. Dick's writings. And it did come up sure enough; but whatever might be said about the mortality of Camateepoora, what the supporters of a thorough system of drainage said was that the Camateepoora drainage was only an experiment, and that the experiments that had been tried there and elsewhere in Bombay had all proved costly and unsatisfactory, and what they wanted now was a thorough system which would really carry the filth away out of the town, and not any more of those partial experiments which really did no good whatever. (Hear, hear.) There was no doubt that, whatever system was approved and introduced, they must commence with the main arterial lines of drainage in Bombay. There would, therefore, be that expense to be incurred first of all, even if they only undertook to drain one district. The removal of the outfall, too, must be made in any case. What would be saved, then, by dealing with only one district at a time? Besides, putting sewers in Oomercarry would leave untouched the chief nuisances they wished to remove. He should think that the first object in view ought to be the removal of the Carnac Bunder and the Sonapore outfalls. A question he should like to have answered with regard to Dr. Blaney's proposal was, how many years they would have to wait, after the first district selected had been sewered, before he could properly manipulate his statistics and prove beyond a suspicion of doubt that cholera, smallpox, and other diseases had their intensity stimulated rather than decreased by the introduction of the drainage system into that district? They might wait for several years before Dr. Blaney would consent to do anything more. His contention was that they did not stand in need of experiments at all; the only questions in dispute were as to the outfalls at Worlee or Colaba; practically the question was, on that point, between the scheme of Mr. Russell Aitken and that of Colonel Tulloch, and that was really the point the Town Council had to deal with when Mr. Walton's paper was brought before them. They had been taunted with shirking their responsibilities and duties in proposing to go to Government instead of settling the matter themselves, but it was really found on discussion in the Town Council, that so many different opinions prevailed and so many members of the Council hesitated at deciding which engineer was right, and where the outfall ought to be, that the resolution now before the Corporation was adopted as a compromise in order that the opinion of some final tribunal should be obtained for the instruction of the Corporation. They did not feel themselves competent to give a distinct and final opinion on the engineering questions (hear hear); and they determine to ask Government to appoint a Commission, or to invite some eminent engineer to settle the question, for two reasons,—in the first place because Government had a wider choice of competent men from whom to select Commissioners than the Corporation could command, and in the second place because Government had to find the money for carrying out the work, and no scheme that the Corporation could adopt would be finally sanctioned without the approval of Government. The scheme for the Toolsee water works was sent up to Government, and was referred to a Commission before being finally disposed of, and in the present case it was equally necessary to obtain Government sanction to the plans they proposed to execute, and perhaps they would not be incurring any delay, but would rather save time, if they got the plans agreed to beforehand by a Government Commission. The only question which had ever caused him to hesitate about the matter was as to whether the Municipality had the means of executing this great work. Mr. Nowrojee had raised a very interesting question. He should say that, according to the resolution, the only duty of the Corporation hereafter would be to find the ways and means, to provide the money, for carrying out the scheme approved by the Commission and sanctioned by Government; but he was not at all alarmed at that prospect. In the first place, as as had been shown, they had funds in the Municipal Treasury for commencing the work which, it must be remembered, would in any case take 6 years to finish. The Police grant, so far, no doubt, had only been sanctioned by Government for the present year and for next year; but he had taken the liberty, when speaking to H. E. the Governor the other day about the financial aspect of the matter, to say that he knew the Corporation would be greatly relieved if they knew that the grant would be continued from year to year, and His Excellency authorized him to say that if an improved drainage scheme were undertaken and carried out, the grant would be continued from year to year. (Applause.) This was a great point with regard to the finances available for carrying out the work; and he would go further and say, of his own authority, and as a matter of speculation, that he believed that if the Commission appointed to decide upon the scheme to be carried out should recommend a scheme the cost of which would be far in excess of the amount which the Corporation, considered they could reasonably devote to the purpose, they would have a right to, and might fairly, ask the Government to assist them with further funds towards the execution of the scheme. (Hear, hear.) On these grounds, he thought it was very desirable that the Corporation, in which there was very little difference of opinion as to this great question, should resolve unanimously to adopt the resolution which was moved by Col. Hancock. (Hear, hear.) He believed that was the best way out of the difficulty. If they carried out a work of the kind proposed, it would redound to the credit of the Corporation, whereas if they postponed it, the time might come when it would be forced upon them very greatly to their discredit. (Applause.)

Dr. Blaney wished to speak in answer to Mr. Nowrojee Furdoonjee, but the Chairman ruled that he was out of order, having no right of reply as the mover of an amendment.

The propositions were then put to the meeting, when the amendments were both lost, and the original resolution was adopted, by a large majority.

The meeting then (at 5-20 p. m.) adjourned.

THE BATTLE OF LOVATZ.

(BY TELEGRAPH *vid* BUCHAREST.)

(*Times' Special Correspondent.*)

IN FRONT OF LOVATZ, SEPT. 2.

THE situation here to-night within range of the enemy's guns is exceedingly dramatic. Myriads of camp fires lighting up the hill-sides, the dull sound of the artillery wheels as the batteries move to their positions, the measured tread of Infantry battalions secretly marching into line under cover of the darkness, the wild galloping of the Cossacks carrying orders, together with the thousand and one noises of a camp, all combine to form a *tout ensemble* which must be experienced to be fully realized.

I have just returned to my camp after a visit to Prince Imeretinsky, who commands the Army before Lovatz. I found the Prince pacing up and down before his tent, waiting for the return of General Skobelef, who had attacked a neighbouring position, which he took with a trifling loss. The Prince spoke highly of the exploit.

On my return I encountered Colonel Lowman, who commands a heavy battery in the 2nd Division. This officer is a Scotchman, who has been 22 years in the Russian Army. He gave me a message to his wife should he fall to-morrow, and we parted, being the sole representatives of the Anglo-Saxon race in the forces camping to-night before Lovatz.

The night is exceedingly dark, and movements are very difficult until the moon rises near midnight to assist in the preparations for the carnage of to-morrow. We are resting along the hill-sides behind the heights east of Lovatz, so as to conceal our camps from the enemy. The rumble of the artillery and the ammunition waggons goes steadily on, but the camp fires are gradually dying out, emblematic of the doomed lives of many who are now lying in rows around the smouldering embers. Do any of them think of this to-night as they lie down to rest their weary bodies after the fatiguing march of the day, and after throwing up the intrenchments which the artillery now waiting behind the hills will occupy when the moon rises and gives light to enable them to move the guns into position?

On the other side the Moslems are sleeping, ignorant of the starting *reveille* which the Muscovites are preparing for them with such silent assiduity. Eighty pieces of artillery will be in the front line to-morrow to protect with their missiles the assaults upon the Turkish position. Will they do it effectually, is the question which every man is asking himself to-night. The 2d and 3d Divisions, with a Brigade of Cavalry and batteries of Artillery from half a dozen different Divisions will take part in the battle to-morrow, with one Division in reserve to protect our right and rear from an attack from the direction of Plevna. "I hope Zotoff will prevent Osman Pasha sending troops to Lovatz; but I must have a large reserve in case he does not do so," was Prince Imeretinsky's remark to-night as I was leaving his camp. Major-General Skobelef secured possession of a height this morning, which will be of great use to the Russians to-morrow. Skobelef has studied the ground to perfection, as the taking of Lovatz has been a pet scheme with him for several weeks past. The Prince remarked, with a sadly anxious smile, that he now felt the heavy sense of responsibility resting upon the mind of a thinking soldier who leads an army to battle on the following day, and his manner of alluding to his prospects for the morrow impressed me as that of a man whose whole soul was engrossed in the task before him, and who had neglected no precaution to secure success. His Division—the 2d—is a splendid one, and contains the two regiments of the German Emperor as well as the regiment of Prince Carl of Russia. This Division had marched 56 miles in the last 48 hours, and some of the men are going on fatigue duty to-night to construct batteries for mounting the guns whose fierce bellowing will startle the Moslem in yonder camp as the light of day dawns upon the valley of the Osma. The time is tragic on this side of the valley. My heart is filled with sadness as I close my note-book and seek the repose necessary to meet the fatigue of the coming day of batte.

IN LOVATZ, SEPT. 3.

The battle is won, and we are in the captured city. No battle was ever fought where a better opportunity was afforded to the observer to see every movement, and no commander was ever more kind in explaining the movements to his guest of to-day.

Lovatz is in the centre of an amphitheatre, about three-fourths of a mile in diameter at the bottom and two miles at the top, which is formed by the crests of the encircling hills, the heights rising to an elevation of about 600ft. above the valley, and the sides of the hills easy of ascent. Through the centre of this amphitheatre runs a ridge from south-east to north-west, about 300ft. in height, the river flowing deep down in this rocky ridge and between two perpendicular precipices of solid rock the full height of the ridge itself. The Osma ran in bygone ages half a mile further east than its present channel, through this elevation, and during this time it has cut away the eastern end of the ridge from its connexion with the sides of the amphitheatre, leaving at present an isolated position in the valley. The *chaussee* from Selvi to Lovatz passes along its eastern end down into the latter city, which is situated in the river flat, with its southern end resting against the precipices of the Osma channel already mentioned. This isolated piece of the central ridge formed the eastern key of the Lovatz position. The north-western end of the ridge, west of the city, runs out into an eminence about 100ft. above the river, and upon this elevation stood a strong redoubt commanding the *chaussee* to Plevna and forming the western and principal key to the Turkish position. The Osma describes a curve through the valley, and the *chaussee* runs along its banks beyond the redoubt, thence up the side of the amphitheatre towards Plevna. The sides of the amphitheatre are covered with stubble and Indian corn, with trees thickly dotting the surface of the landscape. There are also several ravines in the side of the amphitheatre, forming with aid of the corn and trees a good cover for troops debouching into the small space at the bottom of the circular valley.

On the morning of the 3rd of September the Turks held the crest of the amphitheatre, with the exception of two peaks on the right of the *chaussee* from Selvi, where the road enters the circular theatre of the battle of to-day. Major-General Skobelef had secured these peaks on the morning of the 2nd. The Turkish batteries were partly on the two keys of their position already referred to—a one-gun battery was placed on the crest where the *chaussee* from Trajan's Wall enters the amphitheatre, and there were two redoubts opposite our right wing which had no guns. Besides these field works, there were rifle pits and trenches in every direction where Infantry could oppose our advance, while the redoubts also were full of Infantry. The Turkish lines, which were very strong, could be reached with artillery fire from the higher crest of the amphitheatre; but experience shows that tenacious Infantry cannot be shelled out of earthworks at long range.

The following troops took part in the attack upon Lovatz:—The 2nd Division of Infantry, the 2nd Brigade of the 3rd Infantry Division, one battalion of the Tchowisk Infantry Regiment, two regiments of Cossacks, one squadron of the Imperial Escort, and ten batteries of Artillery from various Divisions. The whole were under the command of General Prince Imeretinsky, with Colonel Chestakoff as his Chief of the Staff. The 1st Brigade of the 2nd Division was commanded by Major-General Rasgildaieff, and the 2nd Brigade by Major-General Engmann; the 2nd Brigade of the 3rd Division, by Major-General Dafvidoff; the Brigade of Tirailleurs, by Major-General Dobrovolsky; while Major-General Skobelef had a mixed command made up of troops from several Divisions, together with his old Brigade of Cossacks. The Artillery was distributed among the troops according to the necessities of their position. General Dobrovolsky commanded the right wing, and General Skobelef the left, while the reserve was under General Engmann. The position of our troops was such that there was, practically speaking, no central Division, unless the reserve should be so designated. There was one Division in reserve on the Selvi road, some ten miles in our rear. The actual attacking force numbered about 22,000 men.

At 6 in the morning the guns posted on the two peaks previously secured by Skobelef opened fire, and it was nearly half an hour before the Turks replied from their redoubt and from the battery on the Trajan's road. Their shells were well directed, but generally failed to explode. They reached the peak nearest to the Selvi road, where we had our batteries thickly planted, on account of the scarcity of ground. This peak was used as the head-quarters during the first period of the battle. It was a round cap covered with rocks, and not more than 50ft. in diameter. At the extreme top there was no shade or cover of any kind, and the sun's rays had full play upon the occupants of the height during the fearfully hot day of the battle of Lovatz. As I shook hands with Prince Imeretinski, a Turkish shell buried itself in the face of the peak just below us. It did not explode, and merely extracted the remark from the Prince, as its dull thud reached our ears, "Thank God! it is there safe." I do not know any sound that is more gratifying to the ear than the thud of a shell in the earth after its ominous whistle has tortured the anxious ear of the listener as it comes nearer and nearer on its disagreeable mission. One of our batteries was placed at the edge of the peak, the other lower down along its front. Consequently, the effects of the blazing sun were enhanced by the deafening explosions all around us. After the first salvo we fired irregularly for a while, the Turks replying in a lazy way which seemed to imply that they fired because it was the proper thing to do in the circumstances, and not on account of any damage they expected to cause us.

At 6-45 heavy masses of Infantry were concentrated behind the hills from which we were firing. The scene was excessively dramatic at this time. The rising sun began to gild the hill-tops, while the lurking masses of Infantry concealed behind the heights, the roar of cannon, and the cloud of smoke floating over the valley offered a most striking contrast to the usual attendants of a sunrise in the Balkans. Stray rifle shots are heard away on our right, where General Doblovolski is to make the first attack on some small hills along the right bank of the Osma, which rise up from the slope of the amphitheatre. Upon two of these hills are the redoubts previously mentioned as being without guns, but strongly held by Infantry.

At 7 the patter of the skirmishing shots began to fall more rapidly upon the ear, and it was evident that Doblovolski was advancing. The Turkish Artillery were doing very little now, but our guns were firing rapidly upon the Turkish Infantry who were opposing the advance of Doblovolski. Our shells burst over them regularly, scarcely one failing to explode, while the practice was exceedingly good.

The Artillery did the most of the fighting until eight, when the right wing made a rush forward and the musketry firing became very heavy, the Turks in particular pouring a steady rain of fire over their parapets. Fortunately for the Russians, however, they do not stop to take any aim, but pour in their cartridges and blaze away at random over their works. But, of course, in such a hail of bullets some find their human target, and many a Russian lies on yonder green turf or among the waving stalks of the Indian corn.

At 8-45 two regiments of infantry are ordered up to assist the Tirailleurs of Doblovolski on the right. Even at this early hour the heat is intense, and we suffer fearfully standing around doing nothing, consequently the effects upon the soldiers marching up those hillsides to join Doblovolski may well be imagined. An officer arriving from their line of march states that 100 have fallen by the way side overcome by the heat. At 9 the rifle fire increases in intensity and extends further up the Osma. The Tirailleurs are sweeping the Turks down, and our guns open a heavy fire to assist the Infantry in their onward movement. At half-past 9 the Navinsky Regiment winds through a little defile behind one of the two Turkish redoubts, unarmed with Artillery, and the two regiments named after the German Emperor move upon the other.

At 10-10 good news arrives from the right. The Turkish positions have been taken on that front, and the Russians are masters of that portion of the side of the amphitheatre; they must now take the isolated ridge called Mount Rous, which overhangs the Lovatz, and forms the western key of the position. With this in their possession Lovatz is theirs, and there remains only the large redoubt forming the western key.

At 10-20 the firing has ceased entirely upon the right, the Turks having fled across the valley, leaving Doblovolski unopposed. Skobelef has gone with ten battalions towards the extreme left to take Mount Rous, as I shall hereafter call the isolated ridge in the bottom of the amphitheatre. At 10-30 the pattering of musketry on the left tells of Skobelef's advance, and at 10-40 his column is seen moving down the slope of the amphitheatre and crossing the little valley intervening between the slope and Mount Rous. The Russian Artillery now opens a tremendous shell fire upon the slope of Mount Rous facing Skobelef, and the Turks are seen running from their intrenchments on the top and slope of this mount. At the foot, however, and near the *chaussee* they hold their ground and fire rapidly upon Skobelef's advance. The heat is actually frightful on our peak, and it seems impossible for men to fight at such a time. A regiment from the reserve now moves down a defile to the right of the head-quarters to take Mount Rous in flank and cut off the Turkish line of retreat. At 12-25 a battery is moved up to support the advance of this regiment, and it takes up a position on the *chaussee* leading along the eastern end of Mount Rous. Ten minutes after Skobelef's column rushes up the *chaussee* and takes the heights of Mount Rous and he crowns them with his Infantry. The garrison of the Turkish batteries away to our left on the Trajan road now withdraws towards Trajan, taking the artillery with them. At 1 p.m. we have taken all the Turkish positions, with the exception of the redoubt on the Plevna *chaussee*, the strongest of all, for it commands the little valley at the bottom of the amphitheatre, and has outlying detached works to flank an attacking force.

The first period of the battle has now terminated. Orders were then given to advance our batteries to the top of Mount Rous, and the right wing crept carefully forward towards the foot of the amphitheatre slope, so as to be in readiness for the attack upon the redoubt. By 2 p.m. the batteries were in their new positions and had opened a tremendous fire upon the redoubts. The commander of this Turkish position now retired his guns to the hills at the back of his redoubt—an indication that he believed the capture of this fortification a foregone conclusion, and, therefore, withdrew his guns to prevent their being taken. It is a question whether this Turkish officer did well or may his men in forcing them to defend a lost position after the guns had been removed in safety. It looked like simple butchery for both sides, as the sequel will show for itself.

PORADIM, Sept. 5.

I arrived here last night from Lovatz. When I left that place a heavy force of Turks were on the hill on the north-west of Lovatz, an Artillery and Infantry firing was going on. The Turks may have been reinforcements sent from Plevna, which arrived too late, or Osman Pasha may be sending troops to keep open his line of retreat to Sofia, now threatened by the Lovatz Army. I had to pass within cannon shot of the left wing of this Turkish force in order to get through to Poredim. All messengers between here and Lovatz were accompanied by an escort of Cavalry, as the Bashi-Bazouks were in the intervening country. I managed to come through alone without being molested.

Prince Charles of Roumania is here, in command of all the Russian line facing Plevna, with General Zotoff as Chief of the Staff. There are two Divisions of Roumanian troops here.

The Turks showed themselves yesterday afternoon, but retired into their works before Plevna, without doing anything. We are expecting the close of the Plevna business very soon and a Turkish Sedan as the result.

NOTICES.

ALL PERSONS having any CLAIMS on, or being indebted to, the ESTATE of the late COLONEL ROBERT BAIGRIE, C.B., Bombay Staff Corps, are requested to notify the same to the Undersigned, at Poona, within one month from this date, after which no claim will be recognised.

J. HARPUR, Lieut. Colonel,
26th Regiment N. I.,
President Committee of Adjustment.

Poona, September 28, 1877.

BOMBAY PORT TRUST.

TENDERS are invited for the SUPPLY of 500 Tons of DAVISON'S WEST HARTLEY STEAM COAL to be delivered at Malet Bunder on the Elphinstone Estate within one month of this date, and to be weighed and stacked there.

Tenders to be sealed and endorsed "Tender for the supply of Steam Coal" will be received by the Resident Engineer at the Port Trust Offices, Elphinstone Circle, up to 5 p. m. on MONDAY, the 1st October.

The Resident Engineer does not bind himself to accept the lowest or any tender.

F. G. DUMAYNE,
Engineer's Storekeeper.

September 22nd, 1877.

IN THE MATTER OF THE GOODS OF CHARLES PRICE, AUCTIONEER AND COMMISSION AGENT, LAHORE, DECEASED.

ALL persons having claims against or indebted to the above Estate, are requested to apply to the undersigned within one month from this date. Communications should be made to either of the undersigned BY NAME.

H. ROBINSON,
Commissioner's Office, Lahore,
J. HARRISON,
Chief Court Office Lahore.
Executors.

THE VOLKART'S UNITED PRESS COMPANY, LIMITED.

NOTICE.

IN accordance with a Resolution passed at the General Meeting of Shareholders held on the 28th September, a DIVIDEND at the rate of Rs. 40 per Share WILL BE PAYABLE to the REGISTERED SHAREHOLDERS at the Office of the Undersigned on and after the 30th September 1877, on PRODUCTION of SHARE CERTIFICATES.

By Order of the Board of Directors,
VOLKART BROTHERS.
Secretaries and Treasurers.

Bombay, September 28, 1877.

THE VICTORIA MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given, that on and after MONDAY next, the 1st day of October 1877, a DIVIDEND of Rupees Forty per Share WILL BE PAID at the Registered Office of the Company, No. 5, Hornby Row, to the SHAREHOLDERS whose names shall, on that day, be on the register in respect of all Shares registered in their names respectively, and upon which all Calls have been fully paid up.

Shareholders are requested to produce their Share Certificates when applying for the Dividend.

By Order of the Board,
C. & F. DINSHAWJEE,
Agents.

Bombay, September 25, 1877.

EAST INDIAN RAILWAY.

THROUGH BOOKING OF GOODS.

ON and from 21st October next, and until further notice, no goods can be received at any Station on the East Indian Railway for through transmission to any Station on the following Railway:—

Great Indian Peninsula Railway.
Holkar State Railway.
Bombay and Baroda Railway.
Nizam's State Railway.
Madras Railway.
South of India Railway.

Persons desiring to have goods conveyed to such Stations, should consign them to Jubbulpore, and make their own arrangements to rebook them thence to destination.

This necessity is caused by a difficulty which has arisen in respect of the interchange of wagons between the Great Indian Peninsula Railway and this Company.

BRADFORD LESLIE,
Agent.

Calcutta, 20th September 1877.

THE PRINCE OF WALES SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given, that the THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held on TUESDAY, the 2nd proximo, at 3 p. m., at the Registered Office of the Company, No. 31, Elphinstone Circle, for the following purposes:—

1st. To receive and adopt the Directors' Report and the Audited Balance Sheet made up to 30th June 1877.
2nd. To declare a Dividend.
3rd. To elect Directors in room of Messrs. Jairajbhoy Peerbhoy and Lalchund Kheogar, who retire by rotation but are eligible for re-election.
4th. To appoint Auditors and fix their remuneration.

The TRANSFER BOOKS of the Company will be CLOSED from 24th instant to 2nd proximo, both days inclusive.

By Order of the Board of Directors,
ખુશાલ ગેલાભાઈની કું૦
KHOOSALL GHELLABHOY & Co.,
Secretaries, Treasurers and Agents.

Bombay, Elphinstone Circle, 22nd September 1877.

THE FOLLOWING
IS AN
EXTRACT FROM A LETTER,
dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

"Remaining, Gentlemen, yours very respectfully,
L. S.

To The Proprietors of
NORTON'S CAMOMILE PILLS, London.

SPENCER'S PATENT MAGNETIC FILTERS.

MESSRS. THACKER & Co., as Agents for the Patentee, were the first to introduce this now celebrated Filter into India some years ago; since then large numbers have been sold and have given universal satisfaction.

PRICES—To hold 1 gallon, Rs. 15
Ditto 2 gallons „ 25
Ditto 3 gallons „ 33
Ditto 4 gallons „ 44

⁂ Any of the above can be covered with coir for travelling at an extra charge of 4 to 6 rupees.

THACKER & Co.

D. S. KEMP & Co.

SILVER PRIZE MEDAL 1873.

Price Lists, Wholesale and General, furnished on receipt of Card.

SACCHARO CHIRETTINE.—A prompt and powerful Tonic; adapted to all ages, and incapable of deranging the most delicate functions.
Per Bottle Re. 1-8 and Rs. 2-8.

LIQUOR CHIRETTINÆ.—A pure Bitter and active Tonic, being Saccharo-Chirettine in a liquid form. Now in extensive favour as a *Dinner Bitter* with Sherry.
Per Bottle Rs. 2-8 and Rs. 4-8.

SYRUP OF THE PHOSPHATES OF IRON, QUININE, AND STRICHNIA.—A powerfully stimulating Tonic for adults. Enriches the blood and resuscitates muscular energy.
Per Bottle Rs. 2 and Rs. 3-8.

CHEMICAL FOOD OR COMPOUND SYRUP OF THE PHOSPHATES.—Contains Iron and Lime, and is recommended for infantile debility (under medical advice), and for delicate adults.
Per Bottle Re. 1-8.

EXTRACT OF CHICKEN—Guaranteed to be a pure extract of the flesh and bones, purified from fat. When dissolved in water it forms a most nutritious food for Invalids, Infants, and delicate persons. In sea sickness it is frequently the only nourishment that can be borne.
Per Jar Rs. 2-8.

LIEBIG'S LIQUID EXTRACT OF MEAT.—The only preparation of the kind fit for use in medicine, being free from all musty flavour. This and the Extract of Chicken are prepared by ourselves with scrupulous care.
Per Vial Re. 1, Rs. 2, and Rs. 3-8.

SYRUP OF BLACK ALDER BARK.—In this syrup the idea of a perfect aperient is realized. Non-medicinal in taste, it is adapted to patients of all ages and either sex. Unlike other aperients the dose never requires to be increased with patients who repeatedly take it, but rather diminished. We recommend it as beyond comparison the best family medicine extant.
Per Bottle Re. 1-8 and Rs. 2-12.

CHOLERA TINCTURE.—We believe this to be without exception the most trustworthy of all medicines in cases of Cholera and Diarrhœa. It has been successful in the worst epidemics when Chlorodyne has proved of no avail, and it has not the prostrating effect of too many similar remedies.
Per Bottle Rs. 2 and Rs. 3-8.

SAVOURY EMULSION OF COD LIVER OIL.—The only form in which the Oil can be taken without difficulty by delicate patients and children, made from the finest Norwegian Oil.
Per Bottle Re. 1-8.

EQUATORIAL HAIR DOUCHE.—Contributes more than any other individual luxury to physical comfort in this climate.
Per Bottle Re. 1-8 and Rs. 2-8.

ERASMUS WILSON'S HAIR LOTION.—Particularly efficient in arresting the loss of hair, especially in ladies' from whatever cause arising. Has acquired much reputation in the dry climates of the Deccan and Central India.
Per Bottle Re. 1-12.

FLORAL MOUTH ELIXIR.—Regarded as a gem in Toilet requisites by all who appreciate lily-white teeth and purity of the mouth. A portion of the recipe was favoured the preparers by Signor Marras.
Per Bottle Re. 1-8 and Rs. 2-8.

AROMATIC DISTILLATE.—Used instead of crude spices; it produces a Claret Cup of exquisite delicacy. Many mysterious disorders may be traced to the use of crude spices.
Per Bottle Re. 1-8.

AKRODERMA.—From its wonderfully remedial effect, on the Animal Skin in Mange, Sores, Fleas, Baldness, &c., it has been aptly called the *Stable, Kennel, and Menagerie Friend.*
Per bottle Re. 1-8 per; Dozen Rs. 15.

VERMIN EXTERMINATOR.—This contains Phosphorous intimately combined, and is *infalliable* in the destruction of Rats, Mice, Cockroaches, and Birds.
Per Bottle Re. 1.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE
BOMBAY.

NOTICE.

REDUCTION IN PRICE.

APOLLINARIS WATER.

Arrangements have now been made by which this celebrated Water can be had at the following reduced prices:—

CASK containing 8 dozen Pints........ Rs. 16 0
„ „ 6 „ Quarts .... „ 18 0
„ „ 4 „ .... „ 13 0

APOLLINARIS
A NATURAL MINERAL WATER.
PURE, NATURAL, EFFERVESCING WATER
FROM THE APOLLINARIS BRUNNEN.

APOLLINARIS WATER.—THE QUEEN OF TABLE WATERS.—"A great boon to all, but especially suited by its absolute purity and mild alkalinity to ward off the most fatal diseases of TROPICAL CLIMATES."—*British Medical Journal.*

"Possesses organic purity in the highest degree, wholly charged with its own Natural Gas. The production of the spring is equivalent to 40,000,000 of quart bottles per annum."—J. A. WANKLYN, V. Pres of the Society of Public Analysts, &c., &c.

APOLLINARIS WATER.—"FAR SUPERIOR TO ORDINARY MANUFACTURED AERATED WATERS."—*Medical Times.*

APOLLINARIS WATER.—"The favoured drink of the favoured classes. The fashion in the Clubs, and universally recommended as a pure, refreshing drinking water by the Medical Profession. Especially suited moreover for Tropical Climates."—*London Medical Record.*

"APOLLINARIS WATER has rapidly attained a great and well-deserved popularity in England. Particularly valuable to Indians having or fearing a touch of liver or disordered digestion."—*Practitioner.*

APOLLINARIS WATER.—Inspector General Macpherson M.D, late H. M Indian Army, author of "Baths and Wells," &c., writes: "The advantage of Apollinaris Water is THE CERTAINTY OF ITS PURITY. In India it is difficult even with every care to obtain water for the manufacture of Soda Water that is free from impurities. THE APOLLINARIS WATER OUGHT TO BE A GREAT BOON TO INDIA."

Professor Macnamara, late Prof. University of Calcutta, &c., writes: "Soda Water in India is frequently polluted with drainage and organic impurities, which are the direct cause of cholera, typhus and dysentery. Apollinaris is absolutely pure. I STRONGLY ADVISE INDIAN RESIDENTS TO DRINK IT. IT IS FAR MORE REFRESHING AND WHOLESOME THAN SODA WATER."

Consumers can now be supplied with Apollinaris Water in Soda Water Bottles which can readily be sold when empty. They are cautioned to see that Bottles have SMITH, BILBROUGH & Co.'s name on the Label, otherwise they may purchase water not properly bottled for export.

OF ALL RESPECTABLE CHEMISTS AND DEALERS.

Descriptive Pamphlets, with analyses, Prices, &c., on application to Agents:—
CUTLER, PALMER & Co., BOMBAY.

BOURNE AND SHEPHERD,
PHOTOGRAPHIC ARTISTS,
No. 10, RAMPART ROW, BOMBAY.
(Near the Esplanade Hotel,)
ALSO AT
CALCUTTA AND SIMLA.
STUDIO FOR PORTRAITURE OPEN DAILY
FROM 9 A. M. TILL 4 P. M.

INDIAN SCENERY.

Messrs. BOURNE and SHEPHERD's collection of Photographs of Indian Scenery is the LARGEST and BEST existing.

These Photographs represent Scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Neilgherries, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana and Burmah.

RAJPOOTANA.

A handsomely-bound Album containing 30 large Views of Architectural Remains, and beautiful Scenery in Rajpootana, with copious Letter-press Description by J. Burgess, Esq., F.R.G.S., M.R.A.S. Price per copy—Rs. 100.

N.B.—The above volume would be very suitable for Presentation to Friends at Home.

COLOURING.

Portraits painted in Oil or Water Colour, from the smallest Miniature up to the size of Life.

"CARTES" of European and Anglo-Indian Celebrities, Native Chiefs and Native Characters, Frames Cases and Albums in great variety always in stock.

August 1st, 1875.

10, Rampart Row.

HAMILTON AND COMPANY,
JEWELLERS IN ORDINARY
TO
H. E. SIR RICHARD TEMPLE,
K.C.S.I.,
GOVERNOR OF BOMBAY.

GOLD AND SILVER WATCHES.

GENT'S ENGLISH KEYLESS LEVER WATCHES,
highly finished jewelled Movements, cased as a Hunter, Half-hunter, or Open face.
In Gold Case, Rs. 300 *to* 600.
In Silver Case, Rs. 80 *to* 175.

THE EXHIBITION ENGLISH LEVER WATCH.
in Hunting, Half-hunting, or Open Face Case.
Gold .... *Rs.* 200.
Silver .... *Rs.* 90.

LADY'S GOLD ENGLISH KEYLESS WATCHES.
Engraved Hunter .... *Rs.* 285.
„ *Belj...t* ...... *Rs.* 300

LADY'S GOLD GENEVA KEYLESS WATCHES.
Rs. 150 *to* 300.

LADY'S GOLD GENEVA WATCHES,
Engraved Hunters or Half-hunters.
Rs. 100 *to* 300.

THE SILVER (or ALUMINIUM) DOUBLE CRYSTAL KEYLESS WATCH.
Superior jewelled, Horizontal Movement.
In Aluminium Case .... *Rs.* 45.
In Silver Solid Case .... *Rs.* 50.
Supplied with Black or White Dial.

GENEVA KEYLESS LEVER WATCHES,
best finished Movements, Jewelled throughout, as Hunters, Half-hunters, or Open Face.
In Gold Case .... *Rs.* 150 *to* 300.
In Silver Case ...... *Rs.* 35 *to* 100.

Watches, Clocks, Chronometers, Musical Boxes, &c., repaired by Skilled EUROPEAN *workman with neatness and despatch.*

ICE! ICE!! ICE!!!
TO REGIMENTAL MESSES, CLUBS, HOSPITALS, HOTELS, &c.
CARRE'S IMPROVED ICE MACHINE
WITH THE NEW CONGELATOR FOR PRODUCING BLOCK ICE
TO BE HAD ONLY FROM
S. Rose & Co., Bombay.

The only Machine suitable for Domestic use; Cheap, Cleanly, and Easy to work; always ready for use and never gets out of order

Full particulars of the *New Congelator* can be had on application to S. Rose & Co.

SPECIAL NOTICE.

S. ROSE & Co.'s apparatus for cooling Wines or Beer with the aid of the Pneumatic Ice Machine and without contact of Ice with the wine, is an entirely new adaptation. Rs. 25 each and Rs. 16.

The introduction of Messrs. S. Rose & Co.'s apparatus is acknowledged to have supplied a perfect method for cooling Wines or Beer without any risk of injuring the flavor.

Personal inspection of the new apparatus and its accessories is requested, and full practical instructions for using the Machine will be given to the Agents or to the servants of purchasers.

The mode of producing Ice is by means of a Pneumatic Machine, the air in the Decanter or Vase is exhausted by the action of the air-pump, and the moisture, arising from rapid evaporation, absorbed by the Sulphuric Acid contained in the Cylinder B, and intense cold in the Decanter or Vase is the result reducing the water to Ice.

An Illustrated Pamphlet, containing full directions for use, accompanies each Machine.

Apparatus for operating on one DECANTER or VASE with NEW CONGELATOR ACCESSORIES complete.
Do. Do. on Two DECANTERS or VASES with NEW CONGELATOR, ACCESSORIES complete.
Do. Do. on Four DECANTERS or VASES with NEW CONGELATOR, ACCESSORIES complete.

Messes, Clubs, Traders, &c., supplied at wholesale Rates.

Sulphuric Acid, Oils, Wax, Leather Washers and all the necessary fittings, kept in stock.

For use in Up-country Stations, Messes, Hotels, Hospitals and on Board-ship, these Machines will be found invaluable; and their portability renders them most serviceable for Camp use. Within fifteen minutes the Machine can be fitted together charged with acid, and the water at 85 deg. Fahrenheit can be reduced to freezing point.

The above Machines can be seen in workingorder on the premises of S. ROSE & Co., Bombay.

CARRE'S IMPROVED (NEW MODEL) AMMONIACAL ICE MACHINES

2 lbs. and 4 lbs. each, complete with furnace, thermometers, &c., instructions for working and making Ices, &c.

FULL PARTICULARS ON APPLICATION TO S. ROSE & Co., 9, RAMPART ROW, BOMBAY.

Railway Ice Box........ Rs. 20 to Rs. 25 | Ice Pitchers........ Rs. 50 to Rs. 100
Ice Pail, Ice Tongs, and Ice Hammers.

PERPETUAL FOUNTAIN.
TABLE EPERGNE OR CENTRE-PIECE FOR PERFUMED WATER.
In rich Electro-silvered Ware, Rs. 200.

FILTERS.—Spencer's Improved Magnetic Carbide Filter. Price Rs. 15, 24 and 30.

☞ NOTE NEW ADDRESS.
S. ROSE & CO., 9, RAMPART ROW,
BOMBAY.

NOTICES.

KEATING'S COUGH LOZENGES.

COUGHS, ASTHMA, BRONCHITIS, DIFFICULTY OF BREATHING are speedily cured by KEATING'S COUGH LOZENGES (recognised and recommended by the Medical Faculty). No other remedy is half so effective. One Lozenge alone gives relief. They contain no Opium, Morphia, nor any violent drug, and may be taken by the most delicate. One or two at bedtime ensures rest when troubled by the throat. Sold by all Chemists in Bottles.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW, BOMBAY,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION.
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

STIRLING, BALD & Co., 2, DEAN LANE BOMBAY, *Civil Service and Army Agents.*

CURRENT and DEPOSIT ACCOUNTS kept. Pay, Pensions, Dividends, and Moneys collected and invested. No commission is charged for keeping Current Accounts.

PASSAGES ENGAGED, Baggage collected and shipped.

BOOKS, Magazines, Newspapers, and Miscellaneous Supplies of all descriptions supplied at lowest rates. Special terms to Book Clubs and Messes.

PARCELS received and forwarded.

Corresponding House:
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BOMBAY SCOTTISH EDUCATION SOCIETY.

BYCULLA SCHOOL—PARELL ROAD.
Head Master—MR. JAMES MCDONALD, } With Assistants.
Head Mistress—MRS. MCDONALD, }
FORT SCHOOL—HUMMUM STREET.
Head Master—MR. A. D. SMEATON, } With Assistants.
Head Mistress—MRS SMEATON, }
Music Master—MR. JOSEPH SCHMUCR.
French Master—SIGNOR PEDRAZA.
D. C. BOYD, } Honorary Secretaries.
D. MACPHERSON, }

Boarders (Boys and Girls) are received by Mr. and Mrs. McDonald, and by Mr. and Mrs. Smeaton.

Bombay, December, 1875.

WM. WATSON & Co.,
ARMY AND CIVIL AGENTS,
24, APOLLO STREET, BOMBAY.
113, FENCHURCH STREET, LONDON.

PASSAGES ENGAGED free of Commission. REMITTANCES effected at favourable Rates of Exchange. SOVEREIGNS and BANK OF ENGLAND NOTE supplied.

FIXED DEPOSITS received at liberal rates of Interest.
AGENCY BUSINESS conducted generally.
PARCELS SENT TO ENGLAND, &c.

ANGLO-INDIAN AGENCY.

D. FERNANDES & CO,
DISPENSING CHEMISTS,
30, MEDOWS STREET, BOMBAY.

PRESCRIPTIONS are CAREFULLY DISPENSED with the PUREST DRUGS and Chemicals, Under the personal superintendence of our Mr. FERNANDES, who has had twenty years' experience in the business at Messrs. TREACHER & Co., Bombay.

CONSULTATION FREE.

MEDICINE CHARGES VERY MODERATE.

Patent Medicines of all kinds; Dietetic Preparations; Toilet Requisites; Pebble Spectacles; Eye Glasses and Preservers; Smelling Salt bottles in varieties, &c.

UP-COUNTRY ORDERS ACCOMPANIED BY REMITTANCE OR REFERENCE, RECEIVE PROMPT ATTENTION.

NOTICES.

FOR SALE.—MANILLA ROPE and other CORDAGE. Apply to
OWEN & OKELL,
Agents to W. H. Harton & Co., of Calcutta.

NOW READY,
A new and enlarged Edition of
TANGYE BROTHERS AND HOLMAN'S
Illustrated, Descriptive, and priced
CATALOGUE,
containing
350 closely printed demy quarto pages
and
950 high class engravings of
THEIR SPECIALITIES
and general Machinery and Tools.

Price Rs. 7-8. *Free by Post.*

This Catalogue can be had immediately on application to Messrs. W. NICOL and Co., Metal Mart, Bombay, who import and keep stocks of many of Tangye Brothers and Holman's Specialities.

MOIR'S SOUPS IN TINS.
MOIR'S JAMS IN TINS.
MOIR'S JELLIES IN TINS.
MOIR'S MARMALADE IN TINS.
MOIR'S BACON IN TINS.
MOIR'S BACON IN CANVAS.
MOIR'S HAMS IN TINS.
MOIR'S HAMS IN CANVAS.
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MOIR'S FINDON HADDOCKS IN TINS.
MOIR'S OATMEAL IN TINS.
MOIR'S ANCHOVY PASTE IN TINS.
MOIR'S POTTED MEATS IN TINS.
MOIR'S ESS. OF ANCHOVIES IN BOTTLES.
MOIR'S TABLE JELLIES IN BOTTLES.
JOHN MOIR & SON, GLASSHOUSE FIELDS,
Brook Street, London, E. and at Aberdeen.

BY PERMISSION OF THE GOVERNMENT OF BOMBAY.
GRAND DRAWING OF PRIZES
AT LANOWLEE, IN POONA DISTRICT.
31,000 TICKETS, 2 RUPEES EACH.
400 PRIZES.

1 Prize—One large bungalow, tiled-roof, styled Lanowlee Hotel, proximate value Rs. 20,000, including land.
1 Prize—One Large Bungalow, Galvanized roof, styled Lanowlee Hotel, proximate value Rs. 18,000, including land.
1 Prize—One small Bungalow, tiled-roof, portion of the Hotel, proximate value Rs. 3,000, including land.

IN CASH.

1 Prize Rs. 2,000	4 Prizes Rs. 125	25 Prizes Rs. 20
1 Prize „ 1,000	5 Prizes „ 100	150 Prizes „ 10
1 Prize „ 500	10 Prizes „ 50	200 Prizes „ 5

The Bungalows are known as Lanowlee Hotel.

Agents are invited for Out-stations; liberal Commission will be allowed.

Tickets to be had at the undermentioned Agents.

For further particulars apply to
ARDASEER MERWANJEE,
Proprietor Lanowlee Hotel.

AGENTS:
1—Atmaram Sagoon, Esq., Bookseller, Kalbadavie Road.
2—Jehangier Bazonjee Karanee, Esq., Parsee Bazaar, Fort.
3—Nowrojee Cursetjee Karass, Esq., Parsee Bazaar, Fort.
4—B. F. Furtado, Esq., Catholic Bookseller, Kalbadavie Road.
5—Kakoobhai Puddumsee, Esq., near Crawford Market.
6—Merwanjee Framjee Postwalla, Esq., Bazaar Gate, Fort.
7—Francis D'Netto, Esq., Black Town, Madras.
8—Messrs. Framjee Nusserwanjee & Co., Neilgherry Hills.
9—Messrs. Darlington & Co. Calcutta.

NOTICES.

PAINS IN THE BACK, GRAVEL, LUMBAGO, RHEUMATISM, GOUT, DISEASES OF THE KIDNEYS AND BLADDER, &c.

DR. DE ROOS' COMPOUND RENAL PILLS

ARE celebrated all over the world as the most safe and speedy remedy for the above dangerous complaints, Discharges of any kind, Stone in the Bladder, and Diseases of the Kidneys and Urinary Organs generally. Possessing tonic properties, they agree with the most delicate stomach, strengthen the digestive organs, increase the appetite, improve the general health, and in three days will effect a cure when copaiba, cubebs, and all dangerous medicines of that class have utterly failed. 1s. 1½d., 2s 9d., 4s. 6d., 11s. and 33s. per box.

These celebrated Pills are an infallible remedy in the most obstinate cases. By their use alone many thousands have been annually restored to health, when every other medicine has failed. Their vast superiority over everything else in the cure of the above complaints is universally acknowledged, and the extraordinary demand for them ever since their first introduction is without precedent. In no instance have they ever been known to fail, or produce those dangerous symptoms so often resulting from copaiba, cubebs, turpentine, and other medicines usually resorted to. They require neither confinement nor change of diet, and may justly be considered the only safe efficacious remedy for all stages of those disorders for which they are recommended.

THE MOST WONDERFUL PILLS IN THE WORLD.
DR. DE ROOS'
PILULÆ VITÆ, OR VEGETABLE LIFE PILLS.

ALL sufferers from general nervousness, and morbid feelings, low spirits, loss of memory, sleeplessness, harassing dreams, unnecessary fears, mental irritability, failure of the mental and bodily powers, weakness of the nerves, headache, noises in the head, giddiness, indigestion, and other symptoms of chronic disease, will hail with joy the discovery of Dr. De Roos' Life Pills, which speedily and almost magically remove pain and disease of whatever nature, restore cheerfulness to the spirits, vigour to the body, and strengthen all the organs on which health and life depend, they do not contain a particle of mercury, but are purely vegetable; and for all affections of the liver, flatulency, bile, sick headache dizziness, loss of appetite, lowness of spirits, sensations of fulness at the pit of the stomach, pain between the shoulders, and the distress arising from indigestion and general debility, they will be found of unexampled efficacy; and it is no small advantage that they can be taken at any time without danger from wet or cold, or necessity for restraint from business or pleasure. They act mildly on the bowels, without pain or griping, impart strength to the stomach, promote a healthy action of the liver, thus preventing, or when present, curing the jaundice and dropsy, clearing the skin, removing sallowness and pimples, purifying the blood, bracing the nerves, and marvellously invigorating the whole system. Females of all ages will find them invaluable, and should never be without them. Price 1s, 1½d, 2s. 9d., 4s. 6d., 11s and 33s. per box.

THE MOST ASTOUNDING CURES *are daily being effected in cases of Nervous Debility, Impurity of the Blood Defective Circulation, Langour, Lassitude, Depression of Spirits, Indigestion, Pain and Palpitation in the Side, Harassing Dreams, &c., &c., by*

DR. DE ROOS

WORLD-FAMED GUTTÆ VITÆ, OR VEGETABLE LIFE DROPS,

whose effects are really magical in restoring lost tone to the system (arising from whatever cause), re-invigorating and enlivening the whole corporeal frame, and gradually, but effectively, building up the most shattered constitution.

Although this truly wonderful recuperative tonic is not put forward as imparting immortality, it is not too much to say that by its means new life is, as it were, imparted to the nervous and debilitated, who were evidently sinking into an early grave; whilst to those of maturer years it will gently and serenely protract the close of life. Thousands of apparently hopeless cases given up by the faculty, are now in the enjoyment of health (life's greatest blessing), a living testimony to the unspeakable value of this remarkable medicine. Hundreds of testimonials too numerous to publish, may be seen by any one. This preparation is extremely pleasant to take and none need suffer while such a miraculous medicament is in existence. Persons of studious habits, debilitated females and those on whom the wear and tear of life is beginning to tell, should persevere steadily with this life-reviving tonic for one month, and they will be astonished at its results. All those who have tried other means galvanic and electric appliances, &c., without any beneficial result, are earnestly recommended to make fair trial of this medicine, which, being connected on the highest scientific principles, invariably gives the utmost satisfaction.

The great success attendant on this wonderful discovery has led to a host of humble and worthless imitations. The genuine has the words "WALTER DE ROOS, LONDON," printed in white letters on the British Government stamp by order of Her Majesty's Hon. Commissioners. Price 11s. and 33s. per Bottle. Sold Messrs. TREACHER & Co., Limited, Bombay, and all the principal Merchants in India

JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.
Sold
By all Stationers
THROUGHOUT THE WORLD.

LATEST NEW PAINTINGS BY
LOUIS FRANK.

IN WATER COLOURS.
SKETCH in LANOWLIE WOOD.
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